City of Del Mar
Capital Improvement Program
Streamlining Project

Draft
Program Environmental Impact Report

SCH No. 2025110661

June 2026

Lead Agency:

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List of Acronyms and Abbreviations

°C	degrees Celsius
AB	Assembly Bill
ADA	Americans with Disabilities Act
Adaptation Plan	Sea Level Rise Adaptation Plan
APE	Area of Potential Effects
ARPA	Archaeological Resources Protection Act
Basin Plan	Water Quality Control Plan for the San Diego Basin
BMP	best management practice
BSC-OZ	Bluff, Slope, and Canyon Overlay Zone
CAAQS	California Ambient Air Quality Standards
CalEEMod	California Emissions Estimator Model version 2022.1
CalFire	California Department of Forestry and Fire Protection
Caltrans	California Department of Transportation
CAFÉ	Corporate Average Fuel Economy
CAP	Climate Action Plan
CAPCOA	California Air Pollution Control Officers Association
CARB	California Air Resources Board
CBC	California Building Code
CC	Central Commercial
CCA	California Coastal Act
CCC	California Coastal Commission
CCR	California Code of Regulations
CDC	California Department of Conservation
CDFW	California Department of Fish and Wildlife
CDP	Coastal Development Permit
CEQA	California Environmental Quality Act
CESA	California Endangered Species Act
CFC	chlorofluorocarbon
CFGC	California Fish and Game Code
CGS	California Geological Survey
CH_4	methane
CHRIS	California Historical Resources Information System
CIP	Capital Improvement Program
CIPP	cured-in-place pipe
City	City of Del Mar
CMP	corrugated metal pipe
CNEL	Community Noise Equivalent
CNPS	California Native Plant Society
CO	carbon monoxide
CO_2	carbon dioxide
CRHR	California Register of Historical Resources
CRPR	California Rare Plant Rank
CWA	Clean Water Act
dB	decibel

dBA .....A-weighted decibel sound level
DMMC .....Del Mar Municipal Code
DMUSD .....Del Mar Union School District
DOC .....California Department of Conservation
DPM.....diesel particulate matter
DTSC .....California Department of Toxic Substances Control
DWR .....California Department of Water Resources
EIR .....Environmental Impact Report
EPA .....Environmental Protection Agency
ESHA .....Environmentally Sensitive Habitat Area
FEMA .....Federal Emergency Management Agency
FHSZ .....Fire Hazard Severity Zone
FHWA .....Federal Highway Administration
FIRM .....Flood Insurance Rate Map
FTA .....Federal Transit Administration
FW .....Floodway Zone
FY .....fiscal year
GHG .....greenhouse gas
GWP .....global warming potential
H_2O .....water vapor
HCFC .....hydrochlorofluorocarbon
HFC .....hydrofluorocarbon
HP-OZ .....Historic Preservation Overlay Zone
HVAC .....Heating, Ventilation, and Air Conditioning
Hz .....hertz
I-5 .....Interstate 5
inch/sec .....inches per second
IPCC .....Intergovernmental Panel on Climate change
ISO .....International Organization for Standardization
kWh .....kilowatt-hours
lbs.....pounds
LCFS .....Low Carbon Fuel Standard
LCI .....California Governor's Office of Land Use & Climate Innovation
LCP.....Local Coastal Program
L_{dn} .....day-night average sound level
L_{eq} .....equivalent continuous sound level
LF .....linear feet
LOSSAN .....Los Angeles–San Diego–San Luis Obispo rail corridor
LTS .....Less Than Significant
LTS+M .....Less Than Significant with Mitigation Incorporated
LUP .....Land Use Plan
MBTA .....Migratory Bird Treaty Act
$\mu g/m^3$ .....micrograms per cubic meter
mgd .....million gallons per day
MHMP .....Multi-Jurisdictional Hazard Mitigation Plan
MSCP .....Multiple Species Conservation Program

MMRP ..... Mitigation Monitoring and Reporting Program
MRZ ..... Mineral Resource Zone
MS4 ..... municipal separate storm sewer system
$MTCO_2e$ ..... metric tons of carbon dioxide equivalent
MWD ..... Metropolitan Water District
N_2O ..... nitrous oxide
NAAQS ..... National Ambient Air Quality Standards
NAGPRA ..... Native American Graves Protection and Repatriation Act
NAHC ..... Native American Heritage Commission
NCC ..... Not Cumulatively Considerable
NHPA ..... National Historic Preservation Act
NHTSA ..... National Highway Traffic Safety Administration
NI ..... No Impact
NOC ..... Notice of Completion
NOD ..... Notice of Determination
NO_X ..... nitrogen oxides
NO_2 ..... nitrogen dioxide
NOP ..... Notice of Preparation
NPDES ..... National Pollutant Discharge Elimination System
NPPA ..... Native Plant Protection Act
NRHP ..... National Register of Historic Places
O_3 ..... ozone
OES ..... Office of Emergency Services
OPR ..... California Governor's Office of Planning and Research
OS ..... Open Space
OS-OZ ..... Open Space Overlay Zone
PCH ..... Pacific Coast Highway
PEIR ..... Program Environmental Impact Report
PF ..... Public Facilities Zone
PFC ..... perfluorocarbon
PM_{10} ..... particulate matter (≤10 microns)
$PM_{2.5}$ ..... particulate matter (≤2.5 microns)
PP ..... Public Parkland Zone
pphm ..... parts per hundred million
ppm ..... parts per million
PPV ..... peak particle velocity
PRC ..... Public Resources Code
project ..... City of Del Mar Capital Improvements Program Streamlining Project
proposed project ..... City of Del Mar Capital Improvements Program Streamlining Project
PRPA ..... Paleontological Resources Preservation, Omnibus Public Lands Act
PVC ..... polyvinyl chloride
RAQS ..... Regional Air Quality Strategy
RCNM ..... Roadway Construction Noise Model
RCP ..... reinforced concrete pipe
RMS ..... root mean square
ROG ..... reactive organic gas

RWQCB .....Regional Water Quality Control Board
§ .....Section
SAFE .....Safer Affordable Fuel-Efficient
SANDAG .....San Diego Association of Governments
SB .....Senate Bill
SCAQMD.....South Coast Air Quality Management District
SCIC .....South Coastal Information Center
SCS .....Sustainable Communities Strategy
SDAB .....San Diego Air Basin
SDAPCD .....San Diego Air Pollution Control District
SDCSD .....San Diego County Sheriff's Department
SDCWA .....San Diego County Water Authority
SDG&E .....San Diego Gas & Electric
SDUHSD .....San Dieguito Union High School District
SF_6 .....sulfur hexafluoride
SHPO .....State Historic Preservation Officer
SIP .....State Implementation Plan
SOI .....Secretary of the Interior
SO_X .....sulfur oxides
SU .....Significant and Unavoidable
SVP .....Society of Vertebrate Paleontology
SWPPP .....Storm Water Pollution Prevention Plan
SWRCB .....State Water Resources Control Board
TAC .....Toxic Air Contaminant
Technical Advisory .....Technical Advisory on Evaluating Transportation Impacts in CEQA
UP .....Undergrounding Program
USACE .....United States Army Corps of Engineers
USC .....United States Code
USDA .....United States Department of Agriculture
USFWS .....United States Fish and Wildlife Service
UUD .....Utilities Undergrounding District
VdB .....vibration decibels
VCP .....vitrified clay pipe
VMT .....vehicle miles traveled
VMT Guidelines .....City of Del Mar Guidelines for Transportation Impact Analysis
VOC .....volatile organic compound

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EXECUTIVE SUMMARY

Introduction

Pursuant to California Environmental Quality Act (CEQA) Guidelines Section 15123, this section summarizes the proposed project, significant impacts, and proposed mitigation measures. The summary is organized around the following topics:

- Purpose of the Program Environmental Impact Report
- Project Synopsis
- Issues Raised During Scoping
- Summary of Project Alternatives

Purpose of the Program Environmental Impact Report

This Program Environmental Impact Report (PEIR) has been prepared for the City of Del Mar (City), acting as the lead agency under CEQA Guidelines Sections 15050, 15367, and 15168, to analyze the potential environmental effects associated with implementation of the City of Del Mar Capital Improvements Program (CIP) Streamlining Project (hereafter referred to as "proposed project" or "project").

This document is a PEIR, as defined in CEQA Guidelines Section 15168. A PEIR is prepared for a series of actions that are characterized as one large project through reasons of geography, similar rules or regulations, or where individual activities will occur under the same regulatory process with similar environmental impacts that can be mitigated in similar ways. Because the project includes future CIP projects within the City, and this PEIR includes a mitigation framework that would be implemented by future CIP projects, a programmatic approach to environmental review is deemed appropriate.

A PEIR is a public informational document used in the planning and decision-making process. The purpose of the PEIR is to demonstrate that the City has made a good faith effort at disclosing the potential for a project to result in significant impacts to the physical environment. As such, the PEIR does not consider potential fiscal impacts, cost-benefit assessment, or social impacts. Nor does the PEIR present recommendations to the decision-making bodies for approval or denial of the project based on the environmental findings. Rather, the PEIR is intended to provide additional information to help consider proposed CIP projects at a future date when, if, and at which time they are reviewed and considered by the City in its discretionary decision-making for the project (i.e., City Council, Planning Commission, Design Review Board, Planning and Community Services Director, Public Works Director).

It should be noted that this PEIR addresses potential impacts associated with implementation of CIP projects using all available information known at the time of its preparation. The potential CIP project locations and types of activities typically associated with CIP projects were evaluated in this PEIR at a programmatic level based on information available to the City where reasonably foreseeable direct and indirect physical changes in the environment could be considered. As is typical of PEIRs, further site-specific analysis was not conducted for certain environmental topics where information was not available or would be too speculative on which to base an analysis of potential impacts resulting from future CIP projects. As such, potential changes beyond those that were analyzed are considered speculative or

unlikely to occur, and therefore not reasonably foreseeable. However, to evaluate the potential environmental impacts associated with future CIP projects, four individual CIP projects are included as representative projects, which utilize quantified construction air pollutant and noise emissions.

In accordance with CEQA Guidelines Section 15168, this PEIR may serve as the environmental document for individual CIP projects, provided it contemplates and adequately analyzes the potential environmental impacts of those future actions. If, in examining individual CIP projects for implementation, the City finds no new effects could occur or no new mitigation measures would be required other than those analyzed and/or required in this PEIR, the City can approve the activity as being within the scope covered by this PEIR and no new environmental documentation would be required. If additional analysis is required, it can be streamlined by tiering from this PEIR pursuant to CEQA Guidelines Sections 15152, 15153, 15168, and 15183 (e.g., through preparation of a Mitigated Negative Declaration, an Addendum to the PEIR, or a Supplemental or Subsequent EIR).

The purpose of a PEIR is to identify:

- Significant impacts of the proposed project on the environment and indication of the manner in which those significant impacts can be avoided or mitigated.
- Any unavoidable adverse impacts that cannot be mitigated.
- Reasonable and feasible alternatives to the proposed project that would eliminate any significant adverse environmental impacts or reduce the impacts to a less than significant level.

A PEIR also discloses cumulative impacts, growth-inducing impacts, and impacts found not to be significant. CEQA requires that a PEIR reflect the independent judgment of the lead agency regarding the impacts, disclose the level of significance of the impacts both without and with mitigation, and discuss the mitigation measures proposed to reduce the impacts.

The PEIR is circulated to the public and other agencies that may have jurisdiction over affected lands or resources, such as the San Diego Regional Water Quality Control Board. The purposes of public and agency review of an EIR include sharing expertise, disclosing agency analyses, checking for accuracy, detecting omissions, discovering public concerns, and soliciting counter proposals.

This Draft PEIR is being distributed to agencies, organizations, and interested groups and persons for a 45-day review period in accordance with CEQA Guidelines Section 15087. The lead agency will consider and respond to all written comments received during the review period prior to any action being taken on the project. Public review comments on the Draft PEIR will be incorporated and addressed in the Final PEIR. The Del Mar Planning Commission will review the Final PEIR at a future noticed public hearing to provide a recommendation prior to City Council consideration of the Final PEIR for adoption at a future noticed public hearing.

Project Synopsis

Background

The CIP is a strategic planning and budgeting tool for addressing the City's current and future capital infrastructure and facility needs and is revised over time in noticed public meetings of the City Council in consideration of City Council goals and priorities and funding availability. The CIP outlines plans for capital projects, major maintenance, refurbishments, and substantial equipment purchases. Every year, the City undertakes multiple CIP projects involving work on City properties, within City rights-of-way, and within public easements. This PEIR will continue to apply to future CIP projects, beyond the current 10-year CIP program, to the extent proposed projects are deemed consistent with the types of projects evaluated herein, that environmental conditions established in this PEIR have not changed substantially, and that the mitigation requirements in this PEIR are still deemed applicable and effective.

Currently, the City has no programmatic approach to completing environmental review pursuant to CEQA for its CIP projects, and therefore must undergo environmental review on a project-by-project basis. Timely implementation of the CIP projects is necessary to ensure continued public health, safety, and efficiency for the City. This PEIR will help streamline the implementation of current and future CIP projects to facilitate timely approvals for projects by establishing a clear procedural framework for CEQA compliance on a wide array of CIP project types.

CIP Projects List

On an ongoing basis, the City maintains a 10-year CIP program that includes a comprehensive list of CIP facility and infrastructure needs that are anticipated to be completed by the City over the next 10 years. Each year, the City Council adopts a two-year budget that allocates budget for specific projects from the CIP project list.

The PEIR applies to the CIP projects listed in the City Council-approved City Work Plan for fiscal year (FY) 2026-2027 (included as Appendix B of this PEIR), which includes a list of the CIP projects the City intends to process during the next fiscal year, and the City 10-year CIP project list (FY 2025-2035). The PEIR can also be applied to future CIP projects not included on the current CIP list to the extent that individual future projects are reviewed and considered as follows:

- The project is deemed consistent with the types of projects evaluated herein as described further in the Project Description;
- The environmental conditions analyzed in this PEIR have not changed substantially; and
- The PEIR mitigation requirements identified are still deemed applicable and effective.

The project components analyzed in this PEIR include the typical construction and operation protocols for various types of individual CIP projects. The CIP projects covered under the PEIR have been divided into seven categories. These seven categories are listed below and are discussed in detail in Chapter 2.0, Project Description:

- Undergrounding Program (UP)
- Water

- Wastewater
- Storm Water
- Streets
- Facilities
- Open Space

Issues Raised During Scoping

In accordance with CEQA Guidelines Section 15082, the City prepared and distributed a Notice of Preparation (NOP) of a PEIR for the proposed project that was circulated for public review for a 33-day period commencing on November 13, 2025, and ending on December 16, 2025. The NOP comment period is intended to notify responsible agencies, trustee agencies, and the public that the City, acting as the lead agency, is preparing a PEIR for the project. The City determined the scope of the analysis for this PEIR as a result of initial project review and consideration of agency and public comments received in response to the NOP. For more information regarding the NOP process, refer to Chapter 1.0, Introduction. The NOP and the NOP comments received are included as Appendix A, Notice of Preparation/Public Comments Received, of this PEIR.

Pursuant to CEQA Guidelines Section 15082(c), a scoping meeting is not required except for projects of statewide, regional, or areawide significance, or projects that may affect highways or other facilities under the jurisdiction of the California Department of Transportation. The City has determined that the proposed project does not meet the criteria of statewide, regional, or area-wide significance, pursuant to CEQA Guidelines Section 15206. Additionally, the project does not involve impacts to highways or other California Department of Transportation facilities. Accordingly, the City did not host a public scoping meeting for the PEIR. However, as part of the NOP, the City offered to hold a scoping presentation, upon request, to any public agency, but the City did not receive any such requests.

Key areas of environmental concern, as conveyed during the public scoping process, include, but are not limited to:

- Biological resources
- Greenhouse gas (GHG) emissions
- Land use and planning
- Transportation, including vehicle miles traveled and maintaining bicycle, pedestrian, and public transit access during construction
- Tribal cultural resources

Summary of Significant Effects

Based on the analyses in this PEIR, impacts related to noise levels generated during project-related construction activities cannot be mitigated to less than significant levels. Therefore, construction noise impacts associated with non-linear CIP projects were determined to be significant and unavoidable. No other significant and unavoidable impacts were identified. Refer to Table ES-1, Environmental Impact Summary.

Significant and Unavoidable Environmental Effects

Section 15126.2(a) of the CEQA Guidelines requires that a PEIR identify and discuss the significant effects of the proposed project on the environment. Chapter 3.0, Environmental Analysis, of this PEIR describes the potential environmental impacts of the proposed project and identifies mitigation measures to reduce impacts to less than significant levels, where feasible. The executive summary (Chapter ES) includes Table ES-1, which summarizes the potential environmental impacts of the proposed project, mitigation measures, and levels of significance after mitigation is incorporated.

CEQA Guidelines Section 15126.2(c) requires that a PEIR describe any significant impacts that cannot be avoided, even with the implementation of feasible mitigation measures. The effects of the proposed project on various aspects of the environment are discussed in detail in Section 3.1 through Section 3.7 and Chapter 4.0 of this PEIR. This PEIR concludes that temporary and intermittent noise from certain construction activities may result in significant and unavoidable impacts, depending on the setting, type and duration of construction work, and proximity to noise-sensitive properties (see Section 3.6, Noise and Vibration).

Issues to be Resolved by the Decision-Making Body

A PEIR is an informational document intended to inform decision-makers and the public of the significant effects of a project, identify possible ways to minimize the significant effects, and describe reasonable alternatives to the proposed project. As the lead agency, the City must respond to each significant effect identified in this PEIR by making "findings" for each significant effect. As part of the decision-making process, the lead agency must determine whether or how to mitigate the associated significant effects of the project, including whether to implement a project alternative. Approval of the project despite identified significant and unavoidable environmental impacts would require a Statement of Overriding Considerations, explaining why the benefits of the project outweigh the environmental effects, as set forth in this document.

Summary Table

Table ES-1, Environmental Impact Summary, identifies the areas of environmental impact the project will generate, and when feasible, mitigation measures to reduce those potential impacts.

TABLE ES-1 ENVIRONMENTAL IMPACT SUMMARY

Topic	Impact	Level of Significance without Mitigation	Mitigation Measure(s)	Resulting Level of Significance
Air Quality	Impact 3.1-1: Conflict with air quality plan	Less than Significant Impact	No mitigation measures are required.	Less than Significant Impact
Air Quality	Impact 3.1-2: Cumulatively considerable net increase of criteria pollutant	Less than Significant Impact	No mitigation measures are required.	Less than Significant Impact
Air Quality	Impact 3.1-3: Expose sensitive receptors to substantial pollutant concentrations	Less than Significant Impact	No mitigation measures are required.	Less than Significant Impact
Air Quality	Impact 3.1-4: Other emissions such as objectionable odors	Less than Significant Impact	No mitigation measures are required.	Less than Significant Impact
Air Quality	Impact 3.5-3: Project's contribution to cumulative air quality impacts	Not Cumulatively Considerable	No mitigation measures are required.	Not Cumulatively Considerable
Biological Resources	Impact 3.2-1: Substantial adverse effect on candidate, sensitive, or special status species	Potentially Significant Impact	**BIO-1, Biological Resources Technical Report.** Prior to clearing, grubbing, grading, or vegetation removal activities associated with CIP projects wholly and/or partially within moderate or high biological resource sensitivity zones as depicted in Figure 3.2-3, Biological Resources Sensitivity Zones, the City shall retain a qualified biologist to conduct a project-specific biological resources technical report. The report shall: (1) delineate vegetation communities and land covers, including riparian habitat or other sensitive natural communities; (2) identify aquatic resources including potential jurisdictional wetlands and non-wetlands waters of the US and/or State; (3) identify the extent or absence of habitat that may support special-status plants or wildlife; (4) evaluate the potential for direct and indirect impacts from proposed activities; (5) outline avoidance and minimization measures to avoid direct and indirect impacts; and (6) specify	Less than Significant Impact

TABLE ES-1, CONTINUED

Topic	Impact	Level of Significance without Mitigation	Mitigation Measure(s)	Resulting Level of Significance
			any additional compensatory mitigation measures to reduce direct and indirect impacts below a level of significance. **BIO-2, Focused Special-Status Plant Surveys and Compensation.** Based on the results of the project-specific biological resources technical report conducted pursuant to BIO-1, if it is determined that there is a moderate or high potential for special-status plant species to occur in the construction area, a qualified biologist shall conduct a focused botanical survey for special-status plants during the appropriate bloom period for each species following the California Department of Fish and Wildlife's "*Protocols for Surveying and Evaluating Impacts to Special Status Native Plant Populations*." Focal species shall include plant species that are listed as threatened or endangered or are candidate species for listing under the federal and/or California Endangered Species Act, and/or are assigned as CRPR 1A, 1B, 2B, or 2B. If special-status species are not detected, no further surveys or mitigation would be necessary. If any individuals or populations are detected, the location(s) shall be mapped, and a mitigation and monitoring plan focused on compensating for impacts to special-status plants shall be developed and include the following elements and criteria: • A description of any areas of habitat occupied by special-status plants to be preserved and/or removed by the project; • Identification and evaluation of the suitability of on-site or off-site areas for preservation, restoration, enhancement or translocation; • Analysis of species-specific requirements and considerations and specific criteria for success relative to the project's impact on this species and restoration, enhancement or translocation; • A description of proposed methods of preservation, restoration, enhancement, and/or translocation;	

TABLE ES-1, CONTINUED

Topic	Impact	Level of Significance without Mitigation	Mitigation Measure(s)	Resulting Level of Significance
			• A description of specific performance standards, including a required replacement ratio and minimum success standard of 1:1 for impacted individuals or populations; • A monitoring and reporting program to ensure mitigation success; and • A description of adaptive management and associated remedial measures to be implemented in the event that performance standards are not achieved. **BIO-3, Focused Special-Status Wildlife Surveys.** Based on the results of the project-specific biological resources technical report conducted pursuant to BIO-1, if it is determined that there is habitat suitable for special-status wildlife species in the construction area, a qualified biologist shall conduct a focused survey for special-status wildlife during the appropriate seasonal survey window for each species prior to any clearing, grubbing, grading, or vegetation removal activities. Focal species shall include wildlife species that are listed as threatened or endangered, or are candidate species for listing under the federal and/or California Endangered Species Acts. If special-status species are not detected, no further surveys or mitigation is necessary. If any individuals are detected, the location(s) shall be mapped, and a mitigation and monitoring plan focused on compensating for impacts to special-status wildlife shall be developed and include the elements and criteria included in BIO-2. **BIO-4, Preconstruction Wildlife Surveys.** Based on the results of the project-specific biological resources technical report conducted pursuant to BIO-1, if it is determined that there is habitat suitable for special-status wildlife species in the construction area, a qualified biologist shall conduct pre-construction surveys to determine if special-status wildlife species are present no more than two weeks prior to the	

TABLE ES-1, CONTINUED

Topic	Impact	Level of Significance without Mitigation	Mitigation Measure(s)	Resulting Level of Significance
			beginning of clearing, grubbing, grading, or vegetation removal activities. If special-status wildlife species are observed within the construction area prior to or during construction activities, the biologist shall relocate such individuals out of the area affected by construction activities to nearby habitat that has equivalent value to support the species. The biologist shall identify suitable habitats as potential release sites prior to start of construction activities. If the special-status species is a federally- or state-listed as threatened or endangered, the biologist shall notify the USFWS and/or CDFW, as appropriate, prior to capture and relocation to obtain approval. Species-specific survey requirements include: • Coastal California Gnatcatcher: If construction activities occur within the coastal California gnatcatcher nesting season (February 15 to August 31), a qualified biologist shall survey for active nests within a 500-foot radius (or as practicable due to surrounding conditions, as determined by the biologist) within two weeks of noise-producing activity (including mobilization of construction equipment). If an active gnatcatcher nest is identified, the biologist shall notify the City and coordinate with the USFWS within 48 hours to determine if additional avoidance measures are necessary to prevent take. Such measures may include establishing buffers or delaying construction activities until nests are no longer occupied, as determined by a qualified biologist (DMMC § 30.92.050.B.5.d). **BIO-5, Special-Status Species Avoidance and Construction Monitoring**. Based on the results of the project-specific biological resources technical report conducted pursuant to BIO-1, if it is determined that there is habitat suitable for special-status species in the construction area, prior to any	

TABLE ES-1, CONTINUED

Topic	Impact	Level of Significance without Mitigation	Mitigation Measure(s)	Resulting Level of Significance
			clearing, grubbing, grading, or vegetation removal activities, high-visibility exclusion fencing shall be installed around all adjacent special-status species habitat identified during the preconstruction surveys within the project work areas and surrounding 300 feet, as feasible (if 300 feet is not feasible, then at a distance deemed appropriate by the qualified biologist). Exclusion fencing shall be located so as to preclude encroachment within the root-zone of any special-status plants by construction crews or vehicles. Exclusion fencing shall be retained during project construction. A biological monitor shall accompany the work crew during installation of fencing to prevent harm to species that may be active present and moving along the fence route. A qualified biologist shall monitor vegetation removal and ground-disturbing activities (i.e., clearing, grubbing, grading) during all work hours for off-pavement work or once a week for all other construction activities. During the avian breeding season (February 1 through August 31), the monitor shall check the exclusion fencing and buffers for active nesting birds once a week, and shall verify when juveniles have fledged if found present prior to the start of construction (see BIO-6). The biologist shall have stop-work authority in the event that a special-status species is found within the active construction footprint. During construction, the biological monitor shall keep a daily observation log and a photo log to describe monitoring activities, remedial actions, non-compliance, and other issues and actions taken. **BIO-6, Sensitive Vegetation Communities Compensation.** Based on the results of the project-specific biological resources technical report conducted pursuant to BIO-1, if direct impacts to sensitive vegetation communities occur, the City shall mitigate via on-site and/or off-site measures. On-site measures shall include rehabilitation for areas temporarily impacted at a 1:1 mitigation ratio, and enhancement for areas permanently impacted at a 2:1	

TABLE ES-1, CONTINUED

Topic	Impact	Level of Significance without Mitigation	Mitigation Measure(s)	Resulting Level of Significance
			mitigation ratio. Areas temporarily impacted shall be returned to conditions similar to those that existed prior to grading and/or ground-disturbing activities. Areas permanently impacted shall be mitigated through on-site enhancement activities including removal of non-native and invasive species for a minimum of three years. If additional area is needed to compensate for permanent impacts at a 2:1 ratio, then an off-site location will be identified and evaluated. A Habitat Mitigation and Monitoring Plan shall be prepared and implemented to compensate for the loss of all sensitive vegetation communities (see below). The Habitat Mitigation and Monitoring Plan shall detail the habitat restoration activities and shall specify the criteria and standards by which the revegetation and restoration actions will compensate for impacts of the proposed project on sensitive vegetation communities and shall at a minimum include discussion of the following: • The rehabilitation and enhancement objectives, type, and amount of revegetation to be implemented taking into account enhanced areas where non-native invasive vegetation is removed and replanting specifications that take into account natural regeneration of native species when applicable. • The specific methods to be employed for revegetation. • Success criteria, monitoring requirements, and adaptive management strategies to ensure vegetation community restoration success.	
Biological Resources	Impact 3.2-2: Substantial adverse effect on riparian habitat or sensitive natural communities	Potentially Significant Impact	BIO-1 and BIO-6 (see above).	Less than Significant Impact
Biological Resources	Impact 3.2-3: Substantial adverse effect on jurisdictional wetlands	Potentially Significant Impact	BIO-5 and BIO-6 (above), in addition to BIO-7. **BIO-7, Aquatic Resources Delineation, Avoidance, and Compensation.** Based on the results of the project-specific	Less than Significant Impact

TABLE ES-1, CONTINUED

Topic	Impact	Level of Significance without Mitigation	Mitigation Measure(s)	Resulting Level of Significance
			biological resources technical report conducted pursuant to BIO-1, if it is determined that there are aquatic resources in the construction area, a qualified biologist shall conduct a formal aquatic resources jurisdictional delineation to determine the extent of jurisdictional aquatic resources regulated by the US Army Corps of Engineers, Regional Water Quality Control Board, and/or CDFW within the impact area. CIP projects shall be designed to avoid jurisdictional aquatic resources regulated by the US Army Corps of Engineers, Regional Water Quality Control Board, and California Department of Fish and Wildlife (CDFW) through design changes or implementation of alternative construction methodologies. Staking, flagging, and/or fencing shall be established to demarcate no-work areas, which shall include Jurisdictional aquatic resources plus the required buffer established by the applicable regulatory agencies (typically, a minimum 100-foot buffer), to be avoided. For CIP projects that will directly or indirectly impact jurisdictional aquatic resources, the City shall obtain the required federal and/or state permits from the US Army Corps of Engineers, Regional Water Quality Control Board, and/or CDFW, pursuant to Sections 404 and 401 of the Clean Water Act and Section 1600 et seq. of the California Fish and Game Code, respectively. Permits are required to be obtained by the City before the impact to the resources. Permits may include additional conditions of approval, such as compensatory mitigation.	
Biological Resources	Impact 3.2-4: Interfere substantial with wildlife movement or impede use of wildlife nursery sites	Less than Significant Impact	No mitigation measures are required.	Less than Significant Impact
Biological Resources	Impact 3.2-5: Conflict with local policies or ordinances protecting biological resources	Less than Significant Impact	No mitigation measures are required.	Less than Significant Impact

TABLE ES-1, CONTINUED

Topic	Impact	Level of Significance without Mitigation	Mitigation Measure(s)	Resulting Level of Significance
Biological Resources	Impact 3.2-6: Conflict with an adopted habitat conservation plan	Less than Significant Impact	No mitigation measures are required.	Less than Significant Impact
Biological Resources	Impact 3.2-7: Project's contribution to cumulative biological resources impacts	Not Cumulatively Considerable	No mitigation measures are required.	Not Cumulatively Considerable
Cultural Resources	Impact 3.3-1: Cause a substantial adverse change in the significance of a historical resource	Potentially Significant Impact	**CUL-1, Evaluation for Listing in the CRHR.** Prior to construction activities for CIP projects located on sites containing structures 50 years of age or older that has not previously been evaluated, a qualified architectural historian shall conduct a formal survey, recordation, and CRHR evaluation of the subject resource to determine if it is a historical resource under CEQA (CEQA Section 15064.5[a]). The architectural historian shall prepare comprehensive documentation of the evaluation, including methodology, analysis, and findings. This documentation must provide a clear determination of the site's eligibility for listing in the CRHR and be submitted to the appropriate regulatory agencies for review and concurrence. Where development would involve the alteration or demolition of a structure greater than 50 years old, a historic evaluation by a Secretary of Interior's Standards for Architectural Historian or Historic Architect shall be provided to determine if the resource meets the definition of a historic resource as defined in CEQA Guidelines Section 15064.5. For properties that have already been formally evaluated and determined to be historical resources, no additional CRHR eligibility evaluation is required. These resources shall be treated as historical resources for the purposes of CEQA. If the structure is determined to be a historic resource, any proposed alteration shall follow mitigation guidelines contained in CEQA Guidelines Section 15126.4(b). Mitigation standards may include, but are not limited to avoidance and	Less than Significant Impact

TABLE ES-1, CONTINUED

Topic	Impact	Level of Significance without Mitigation	Mitigation Measure(s)	Resulting Level of Significance
			preservation, conducting alterations in a manner consistent with the Secretary of the Interior's Standards for the Treatment of Historic Properties (including as applicable, standards for Preservation, Rehabilitation, Restoration and Reconstruction), and documenting resources. The approach to comply with these standards shall be prepared by an Architectural Historian or Historic Architect and provided to the City. Demolition and/or significant diminution of designated historic landmarks shall be prohibited.	
Cultural Resources	Impact 3.3-2: Cause a substantial adverse change in the significance of an archaeological resource	Potentially Significant Impact	**CUL-2, Archaeological Surveys.** For CIP project locations where no previous archaeological survey data is available, prior to ground-disturbing construction activities in previously undisturbed soils for CIP projects wholly and/or partially within moderate or high archaeological sensitivity zones as depicted in Figure 3.3-3, Archaeological Sensitivity Zones, the City shall retain a qualified archaeologist to conduct an archaeological survey to evaluate the presence of cultural resources and the need for project-specific impact mitigation by preservation, relocation, or other methods. An archaeological resource report shall include the methods used to determine the presence or absence of archaeological resources, identify potential impacts from the proposed project, and evaluate the significance of any archaeological resources identified. If there are potentially significant impacts to an identified archaeological/cultural resource, the report shall also recommend appropriate mitigation required during ground-disturbing activities to reduce impacts to below a level of significance. **CUL-3, Cultural Resources Monitoring Program.** During ground-disturbing constructions activities in previously undisturbed soils for CIP projects wholly and/or partially within moderate or high archaeological sensitivity zones as depicted in Figure 3.3-3, a Cultural Resource Mitigation	Less than Significant Impact

TABLE ES-1, CONTINUED

Topic	Impact	Level of Significance without Mitigation	Mitigation Measure(s)	Resulting Level of Significance
			Monitoring Program shall be conducted to provide for the identification, evaluation, treatment, and protection of any cultural resources that are affected by or may be discovered during the construction of the proposed project. The monitoring shall consist of the full-time presence of a qualified archaeologist and a traditionally and culturally affiliated Native American monitor shall be retained to monitor all ground-disturbing activities associated with project construction, including vegetation removal, clearing, grading, trenching, excavation, or other activities that may disturb the ground. The qualified archaeologist and/or Native American monitor may halt ground-disturbing activities if archaeological artifact deposits or cultural features are discovered. In general, ground disturbing activities shall be directed away from these deposits for a short time to allow a determination of potential significance, the subject of which shall be determined by the qualified archaeologist and the Native American monitor. Ground-disturbing activities shall not resume until the qualified archaeologist, in consultation with the Native American monitor, deems the cultural resource or feature has been appropriately documented and/or protected. At the qualified archaeologist's discretion, the location of ground disturbing activities may be relocated elsewhere on the project site to avoid further disturbance of cultural resources. The City shall relinquish ownership of all tribal cultural resources, including associated with burial and/or funerary goods, collected during the cultural resource mitigation monitoring program to the Most Likely Descendant as determined by the Native American Heritage Commission per California Public Resources Code Section 5097.98 for respectful and dignified treatment and disposition, including reburial, in accordance with the affiliated tribe's cultural and spiritual traditions.	

TABLE ES-1, CONTINUED

Topic	Impact	Level of Significance without Mitigation	Mitigation Measure(s)	Resulting Level of Significance
			Once completion of construction monitoring, a Monitoring Report and/or Evaluation Report, which describes the results, analysis and conclusions of the cultural resource mitigation monitoring efforts (such as, but not limited to, the Research Design and Data Recovery Program) shall be submitted by the qualified archaeologist, along with the Native American monitor's notes and comments, to the City's Planning & Community Development Director.	
Cultural Resources	Impact 3.3-3: Disturb human remains	Less than Significant Impact	No mitigation measures are required.	Less than Significant Impact
Cultural Resources	Impact 3.3-4: Project's contribution to cumulative cultural resources impacts	Not Cumulatively Considerable	No mitigation measures are required.	Not Cumulatively Considerable
Geology and Soils	Impact 3.4-1a: Substantial adverse effects involving rupture of a known earthquake fault	Less than Significant Impact	No mitigation measures are required.	Less than Significant Impact
Geology and Soils	Impact 3.4-1b: Substantial adverse effects involving strong seismic ground shaking	Less than Significant Impact	No mitigation measures are required.	Less than Significant Impact
Geology and Soils	Impact 3.4-1c: Substantial adverse effects involving seismic-related ground failure, including liquefaction	Less than Significant Impact	No mitigation measures are required.	Less than Significant Impact
Geology and Soils	Impact 3.4-1d: Substantial adverse effects involving landslides	Less than Significant Impact	No mitigation measures are required.	Less than Significant Impact
Geology and Soils	Impact 3.4-2: Substantial erosion or loss of topsoil	Less than Significant Impact	No mitigation measures are required.	Less than Significant Impact

TABLE ES-1, CONTINUED

Topic	Impact	Level of Significance without Mitigation	Mitigation Measure(s)	Resulting Level of Significance
Geology and Soils	Impact 3.4-3: Unstable geologic unit or soil resulting in landslide, lateral spreading, subsidence, liquefaction, or collapse	Less than Significant Impact	No mitigation measures are required.	Less than Significant Impact
Geology and Soils	Impact 3.4-4: Expansive soils, creating substantial risks to life or property	Less than Significant Impact	No mitigation measures are required.	Less than Significant Impact
Geology and Soils	Impact 3.4-5: Soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems	No Impact	No mitigation measures are required.	No Impact
Geology and Soils	Impact 3.4-6: Destroy a unique paleontological resource/site or geologic feature	Potentially Significant Impact	**GEO-1, Paleontological Resources Monitoring Program.** For CIP project locations where no previous paleontological survey data is available that are wholly and/or partially within moderate or high paleontological sensitivity zones as depicted in Figure 3.4 5, Paleontological Resources Sensitivity Zones, that could encounter sensitive formations during grading or excavation at depths of 5 feet below ground surface or more in previously undisturbed soils, the City shall retain a Society of Vertebrate Paleontology (SVP)-qualified paleontologist (i.e., possesses a graduate degree in paleontology, geology, or related field, with demonstrated experience in the vertebrate, invertebrate, or botanical paleontology of California, as well as at least one year of full-time professional experience or equivalent specialized training in paleontological research and at least four months of supervised field and analytic experience in general North American paleontology) to provide or supervise a paleontological sensitivity training to all personnel involved with earth-moving activities. The training session shall focus on how to identify paleontological resources, such as fossils that may be encountered, and the procedures to follow if encountered during construction. The qualified paleontologist shall monitor earthwork affecting the aforementioned geological units or supervise	Less than Significant Impact

TABLE ES-1, CONTINUED

Topic	Impact	Level of Significance without Mitigation	Mitigation Measure(s)	Resulting Level of Significance
			the monitoring of these activities by a paleontological monitor. If any paleontological resources are encountered on the project site, the qualified paleontologist or the paleontological monitor shall halt all ground-disturbing activities within 50 feet of the find until a significance determination is made. If the fossils are determined to be significant, the qualified paleontologist shall prepare and implement a data recovery plan. The plan shall include, but not be limited to, the following measures: • The paleontologist shall ensure that all significant fossils collected are cleaned, identified, catalogued, and permanently curated with an appropriate institution with a research interest in the materials (such as the San Diego Natural History Museum); • The paleontologist shall ensure that specialty studies are completed, as appropriate, for any significant fossil collected; and • The paleontologist shall ensure that curation of fossils is completed in consultation with the City. A letter of acceptance from the curation institution shall be submitted to the City. The qualified paleontologist will determine when work within the immediate vicinity of the find may resume, or otherwise expand or reduce the construction exclusion buffer as warranted to ensure proper treatment of resources. The qualified paleontologist may reduce the frequency of monitoring, or cease monitoring altogether if observations of specific site conditions warrant.	
Geology and Soils	Impact 3.4-7: Project's contribution to cumulative geology and soils impacts	Potentially Cumulatively Considerable	GEO-1 (see above).	Not Cumulatively Considerable

TABLE ES-1, CONTINUED

Topic	Impact	Level of Significance without Mitigation	Mitigation Measure(s)	Resulting Level of Significance
Greenhouse Gas Emissions	Impact 3.5-1: Generate GHG emissions that may have a significant impact on the environment	Less than Significant Impact	No mitigation measures are required.	Less than Significant Impact
Greenhouse Gas Emissions	Impact 3.5-2: Conflict with an applicable plan, policy, or regulation to reduce GHG emissions	Less than Significant Impact	No mitigation measures are required.	Less than Significant Impact
Greenhouse Gas Emissions	Impact 3.5-3: Project's contribution to cumulative GHG emissions impacts	Not Cumulatively Considerable	No mitigation measures are required.	Not Cumulatively Considerable
Noise and Vibration	Impact 3.6-1: Generate substantial increase in ambient noise exceeding noise standards	Potentially Significant Impact	**NOI-1, Temporary Noise Barriers.** For non-linear projects with the center of the site located within 260 feet of a noise-sensitive use, temporary noise barriers shall be required if use of heavy construction equipment will occur for more than five consecutive days at any given work location unless infeasible due to physical site constraints. Noise barriers shall be positioned to break the line-of-sight between the noise sources and the receptors and shall be made of materials with a Sound Transmission Class rating 30 or higher in accordance with ASTM International Test Method E90, or at least 2 pounds per square foot.	Significant and Unavoidable Impact
Noise and Vibration	Impact 3.6-2: Generate excessive groundborne vibration or noise	Potentially Significant Impact	**NOI-2, Structural Vibration Evaluation.** For non-linear CIP projects utilizing large bulldozers/excavators, loaded trucks, concrete breakers, vibratory rollers/compactors, and/or pile drivers within 5 feet of a building, a preconstruction survey of all buildings within 5 feet of the maximum construction limits shall be conducted to document (both photographically and in writing) existing conditions of exterior fixtures and finishes prior to demolition, grading, or building permit approval. Any damage shall be repaired/restored to its preexisting condition.	Less than Significant Impact
Noise and Vibration	Impact 3.6-3: Expose people to excessive airport noise	No Impact	No mitigation measures are required.	No Impact

TABLE ES-1, CONTINUED

Topic	Impact	Level of Significance without Mitigation	Mitigation Measure(s)	Resulting Level of Significance
Noise and Vibration	Impact 3.6-4: Project's contribution to cumulative noise and vibration impacts	Not Cumulatively Considerable	No mitigation measures are required.	Not Cumulatively Considerable
Tribal Cultural Resources	Impact 3.7-1: Substantial adverse change in significance of listed or eligible resource identified in PRC Section 5020.1(k) or significant resource pursuant to subdivision (c) of PRC Section 5024.1	Potentially Significant Impact	CUL-2 and CUL-3 (see above).	Less than Significant Impact
Tribal Cultural Resources	Impact 3.7-2: Project's contribution to cumulative tribal cultural resources impacts	Not Cumulatively Considerable	No mitigation measures are required.	Not Cumulatively Considerable

Summary of Project Alternatives

CEQA Guidelines Section 15126.6 requires that a PEIR describe a range of reasonable alternatives to a project that could feasibly attain the basic objectives of a project and avoid or lessen the environmental effects of a project. Further, CEQA Guidelines Section 15126.6(e) requires that a "no project" alternative be evaluated in a PEIR as well as any alternatives that were considered by the lead agency but were rejected as infeasible during the scoping process. Chapter 5.0, Alternatives, of this PEIR includes a detailed discussion and a qualitative analysis of alternatives that have been rejected by the lead agency, as well as the following scenarios considered to be feasible alternatives to the project as proposed.

Alternatives to the Proposed Project

Potential environmental impacts associated with two alternatives are compared below to assess impacts from the proposed project. The following alternatives have been identified for analysis in compliance with CEQA:

- Alternative 1: No Project Alternative
- Alternative 2: Reduced Streamlining Alternative

Table ES-2, Comparison of Project Alternative Impacts to the Proposed Project, summarizes the potential impact of each alternative on the environmental resources evaluated in the PEIR that require mitigation as compared to the proposed project.

TABLE ES-2 COMPARISON OF PROJECT ALTERNATIVE IMPACTS TO THE PROPOSED PROJECT

Topic	Proposed Project	No Project Alternative (Alternative 1)	Reduced Streamlining Alternative (Alternative 2)
Biological Resources	LTS+M	=	<
Cultural Resources	LTS+M	=	<
Geology and Soils (Paleontological Resources)	LTS+M	=	<
Noise and Vibration	SU	=	<
Tribal Cultural Resources	LTS+M	=	<

Notes:
LTS+M Less than Significant with Mitigation Incorporated
SU Significant and Unavoidable
= Impact is equivalent to impact of proposed project.
< Impact potential is marginally less than impact of proposed project.

No Project Alternative (Alternative 1)

The City's CIP identifies numerous public infrastructure and facilities improvement projects that the City proposes to undertake over the next 10 years. The CIP analyzed in this PEIR includes FY 2035-2036. While the City's current CIP programs run through FY 2035-2036, this PEIR will continue to apply to CIP projects post FY 2035-2036 to the extent that future projects are deemed consistent with the types of projects evaluated herein; environmental conditions established in this PEIR have not changed substantially; and mitigation requirements are still deemed applicable and effective.

As described in Chapter 2.0, Project Description, the City does not currently have a programmatic approach to completing environmental review pursuant to CEQA for its CIP projects, and individual projects must therefore undergo environmental review on a project-by-project basis. This PEIR is intended to streamline implementation of current and future CIP projects by establishing a clear procedural framework for CEQA compliance on a wide array of CIP project types.

Under the No Project Alternative (Alternative 1), the CIP PEIR would not be certified and the CEQA streamlining process evaluated herein would not be achieved. Without certification of this CIP PEIR, the City would continue to implement the improvements identified in its adopted CIP for the next 10 years, evaluating each improvement project on a project-by-project basis, pursuant to applicable CEQA requirements, as presently occurs. CIP projects would still be able to be undertaken with the No Project Alternative (Alternative 1), at the same locations, and with the same construction and operational characteristics. However, without certification of the CIP PEIR, a mitigation framework to ensure consistent and effective implementation of environmental protections would not be provided. Effectively, this would result in decreased efficiency in implementing the CIP and increased costs and project schedules.

As shown in Table ES-2, the No Project Alternative (Alternative 1) would result in similar impacts related to biological resources, cultural and tribal cultural resources, geology and soils (paleontological resources), and construction noise and vibration as compared to the proposed project, as the PEIR assumes the same CIP projects would be undertaken. The No Project Alternative (Alternative 1) would therefore neither avoid nor reduce any significant impacts that would occur with the proposed project.

Alternative 2: Reduced Streamlining Alternative

Land cover in Del Mar is dominated by urban and developed uses; however, the City retains several ecologically important open space areas. Sensitive natural communities and aquatic resources within the City boundaries are generally located within the San Dieguito Lagoon in the northwestern area of the City; along the City boundary to the south adjacent to Torrey Pines State Natural Reserve Extension; along the City boundary to the east adjacent to Crest Canyon Open Space Park; along the hillsides between Crest Road and San Dieguito Drive; and along the coastline to the west (refer to Figure 3.2-2, Del Mar Sensitive Area Overlay Zones, and Figure 3.2-3, Biological Resources Sensitivity Zones, in Section 3.2, Biological Resources).

Additionally, much of the City has potential for undiscovered (buried) cultural and paleontological resources due to underlying geologic formations (refer to Figure 3.3-4, Archaeological Sensitivity Zones in Section 3.3, Cultural Resources, and Figure 3.4-5, Paleontological Resources Sensitivity Zones, in Section 3.4, Geology and Soils).

As the sensitivity of the lands described above constitutes the bulk of the potential for impacts to the physical environment in Del Mar, the Reduced Streamlining Alternative (Alternative 2) contemplates excluding CIP projects located in sensitive physical settings from the provisions of the streamlining program. In practice, this means that CIP projects proposed in sensitive environments would proceed in a "business as usual" manner of CEQA compliance. This would effectively limit the streamlining program to only the most benign CIP projects exhibiting little to no potential to result in the need for further study

and potential mitigation as prescribed in the proposed streamlining program. It is estimated this would result in an approximately 85 percent reduction in CIP projects eligible for streamlining under the program.

It is important to emphasize that CIP projects excluded from the CIP streamlining program would not be eliminated from the City's CIP. Rather, projects excluded from the CIP streamlining program would be required to undergo standalone CEQA analysis as occurs under the City's current environmental clearance process. This lessens efficiency by imparting redundant processes, extending processing timelines, and increasing paperwork – all specifically discouraged in CEQA Guidelines Section 15006, *Reducing Delay and Paperwork*.

As shown in Table ES-2, it is anticipated that the Reduced Streamlining Alternative (Alternative 2) could result in marginally reduced impacts related to biological, cultural, and paleontological resources as compared to the proposed project. While the proposed project contains mechanisms such as required subsequent review of CIP projects and implementation of prescribed impact-avoiding or reducing mitigation measures, the Reduced Streamlining Alternative (Alternative 2) would necessitate standalone review that, by proper application of CEQA, would ultimately result in similar studies and impact avoidance or minimization measures.

While speculative, there is potential, however slight, that this standalone review on occasion could result in a project redesign that results in marginally reduced impacts. Thus, the Reduced Streamlining Alternative (Alternative 2) is identified as the environmentally superior alternative for purposes of this PEIR.

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1.0 INTRODUCTION

1.1. Purpose of the PEIR

This Program Environmental Impact Report (PEIR) addresses potential environmental effects resulting with implementation of the proposed City of Del Mar (City) Capital Improvements Program (CIP) Streamlining Project (hereafter referred to as "proposed project" or "project"). The California Environmental Quality Act (CEQA) requires that government agencies consider the environmental consequences of projects over which they have discretionary approval authority.

The City is the lead agency under CEQA and has determined that a PEIR is appropriate for the proposed project. A PEIR is an informational document that provides both government decision-makers and the public with an analysis of the potential environmental consequences of a program or policy. This PEIR has been prepared in accordance with the requirements of CEQA as set forth in Public Resources Code Section 21000 et seq. and 14 California Code of Regulations Section 15000 et seq. (CEQA Guidelines).

This PEIR addresses the proposed project's environmental effects in accordance with CEQA Guidelines Section 15168. As referenced in CEQA Guidelines Section 15121(a), the primary purpose of an EIR is to inform decision-makers and the public generally of the significant environmental effects of a broad program of actions, identify possible ways to minimize those significant effects, and describe reasonable alternatives to the program. Pursuant to CEQA Guidelines Section 15168, a PEIR offers advantages in that it can allow the lead agency to consider broad policy alternatives and program-wide mitigation measures at an early time when the agency has greater flexibility to deal with basic problems or cumulative impacts; provide a more exhaustive consideration of effects and alternatives than would be practical in an EIR on an individual action; avoid duplicative reconsideration of basic policy considerations; allow a reduction in paperwork; and/or ensure consideration of cumulative impacts that might be slighted in a case-by-case analysis.

This document analyzes the proposed project's environmental effects to the degree of specificity appropriate to the proposed actions. The analysis addresses the range of activities encompassed by the proposed project, including potential construction and operational components, to evaluate both short- and long-term environmental impacts. This PEIR also considers the proposed project's direct and indirect effects, as well as cumulative impacts, in conjunction with other past, present, and reasonably foreseeable future actions.

Where potentially significant impacts are identified, the PEIR specifies mitigation to be adopted as conditions of approval or incorporated into the individual planned and future CIP projects to avoid or minimize the significance of impacts resulting from the project. In addition, this PEIR is the primary reference document in the formulation and implementation of the project's Mitigation Monitoring and Reporting Program (MMRP).

Per CEQA Guidelines Section 15168, subsequently proposed CIP projects would be examined in the light of the PEIR to determine whether an additional environmental document must be prepared, as well as which PEIR mitigation measures apply, if any. If the City finds that no subsequent CEQA document would

be required, the City would approve the project as being within the scope of the CIP Streamlining Program covered by the PEIR. If it is determined that a CIP project would have effects that were not examined in the PEIR and the project isn't otherwise exempt from CEQA, a new Initial Study would need to be prepared leading to either an EIR or a Negative Declaration.

In making the determination, the CEQA Guidelines recommend agencies use a written checklist or similar device to document the evaluation of the site and the activity to determine whether the environmental effects of the operation were within the scope of the PEIR (CEQA Guidelines Section 15168[c][4]). To that end, the City has developed the *Del Mar CIP Streamlining Program Checklist* to achieve and document this evaluation (see Appendix C).

1.2. Intended Uses of the PEIR

This document is identified as a PEIR and will serve as an informational document intended to inform public agency decision-makers and the public of significant environmental effects of the proposed project; identify ways to minimize potential significant effects; and describe reasonable alternatives to the project, as appropriate. Pursuant to CEQA, "the purpose of an environmental impact report is to identify the significant effect on the environment of a project, to identify alternatives to the project, and to indicate the manner in which those significant effects can be mitigated or avoided" (Public Resources Code Section 21002.1[a]).

1.2.1. Required Approvals

The City of Del Mar is the lead agency for the project, as it is the agency with primary authority over the proposed CIP's discretionary approvals. As the lead agency, the City will be responsible for certification of the Final PEIR, as well as adoption of the associated Mitigation Monitoring and Reporting Program.

1.2.2. Subsequent Approvals

Upon certification of the Final PEIR, the City will be able to rely on the environmental impact analyses contained in the document to streamline CEQA review for individual CIP projects. A CEQA Streamlining Checklist has been prepared for CIP projects (refer to Appendix C, Del Mar CIP Streamlining Program Checklist). City staff will complete this checklist with project-specific details—such as project type, location, construction duration, and construction equipment—and will review all mitigation measures included in the PEIR. Future CIP projects would also be evaluated under CEQA Guidelines Section 15162 with consideration of the certified PEIR. Such evaluations would be undertaken to determine whether a specific CIP project was adequately analyzed under the certified PEIR, or if a subsequent environmental document, addendum to the PEIR, or additional evaluation is required pursuant to CEQA regulations. Per CEQA Guidelines Section 15152, when significant environmental effects of a project or project component are adequately evaluated in a certified PEIR, it is recommended that subsequent projects tier off of the certified PEIR to streamline any further environmental review, as appropriate.

1.3. PEIR Scope, Issues, and Concerns

This document is a PEIR, as defined in CEQA Guidelines Section 15168. A PEIR is prepared for a series of actions that are characterized as one large project through reasons of geography, similar rules or

regulations, or where individual activities will occur under the same regulatory process with similar environmental impacts that can be mitigated in similar ways. Because the project includes future CIP projects within the City, and this PEIR includes a mitigation framework that would be implemented by future CIP projects, a programmatic approach to environmental review is deemed appropriate.

In accordance with CEQA Guidelines Section 15168, this PEIR may serve as the environmental document for individual CIP projects, provided it contemplates and adequately analyzes the potential environmental impacts of those future actions. If, in examining individual CIP projects for implementation, the City finds no new effects could occur or no new mitigation measures would be required other than those analyzed and/or required in this PEIR, the City can approve the activity as being within the scope covered by this PEIR and no new environmental documentation would be required. This will be achieved via completion of a CEQA Streamlining Checklist for each CIP project (refer to Appendix C, Del Mar CIP Streamlining Program Checklist). City staff will complete this checklist with project-specific details—such as project type, location, construction duration, and construction equipment—and will review all mitigation measures included in the PEIR. Using the CEQA Streamlining Checklist, City staff will identify which mitigation measures apply to each project and determine whether any additional environmental technical studies are required based on the project type or site conditions. This process will ensure that future CIP projects satisfy CEQA compliance requirements before they are implemented. If additional analysis is required, it can be streamlined by tiering from this PEIR pursuant to CEQA Guidelines Sections 15152, 15153, and 15168 (e.g., through preparation of a Mitigated Negative Declaration, an Addendum to the PEIR, or a Supplemental or Subsequent EIR).

The intent of this PEIR is to address potential impacts associated with implementation of CIP projects using information known at the time of its preparation. The potential CIP project locations and types of activities typically associated with CIP projects were evaluated in this PEIR at a programmatic level based on information available to the City where reasonably foreseeable direct and indirect physical changes in the environment could be considered. As is typical of PEIRs, site-specific analysis was not conducted for certain environmental topics where information was not available or would be too speculative on which to base an analysis of potential impacts resulting from future CIP projects. As such, potential changes beyond those that were analyzed are considered speculative or unlikely to occur, and therefore not reasonably foreseeable. However, to evaluate the potential environmental impacts associated with future CIP projects, four individual CIP projects are included as representative projects, which provided quantified construction air pollutant and noise emissions.

This PEIR will be used by the City as the lead agency, other responsible and trustee agencies, interested parties, and the general public to evaluate the potential environmental impacts of CIP project implementation.

1.3.1. Notice of Preparation of Environmental Impact Report

To determine the appropriate scope of this PEIR, the City, acting as the lead agency, distributed a Notice of Preparation (NOP) for the proposed project to request input from the public and public agencies on the scope of the evaluation to be undertaken. Pursuant to CEQA Guidelines Section 15082(c), a scoping meeting is not required except for projects of statewide, regional, or areawide significance, or projects that may affect highways or other facilities under the jurisdiction of the California Department of

Transportation. While the proposed project does not meet the above criteria, the City nevertheless invited public agencies to participate in scoping meetings. No public agencies accepted the City's invitation to participate in scoping, beyond the written correspondence received in response to the NOP (see Appendix A).

Pursuant to Section 15082 of the CEQA Guidelines, the City prepared and distributed the NOP for the proposed project that was circulated for public review for a 33-day public review period commencing on November 13, 2025, and ending on December 16, 2025. The NOP was circulated to the California Governor's Office of Land Use and Climate Innovation (State Clearinghouse), the San Diego County Clerk, trustee agencies, and responsible agencies. The NOP was also posted in "The Coast News," a local newspaper, on November 14, 2025. Written comment letters received during the NOP public review period were sent by the California Department of Transportation, the Native American Heritage Commission, and the City of Solana Beach, and are included in Appendix A. An Initial Study Checklist was not required as part of the initial CEQA scoping process for the proposed project because a PEIR was determined to be the appropriate environmental document.

Key environmental concerns received during the public review period were related to:

- Biological resources
- Greenhouse gas (GHG) emissions
- Land use and planning
- Transportation, including vehicle miles traveled and maintaining bicycle, pedestrian, and public transit access during construction
- Tribal cultural resources

1.3.2. Environmental Review Process

This Draft PEIR, with an accompanying Notice of Completion (NOC), is being circulated to the State Clearinghouse, trustee agencies, responsible agencies, other government agencies, and interested members of the public for a 45-day review period in accordance with CEQA Guidelines Sections 15087 and 15105. During this period, public agencies and members of the public may submit written comments on the analysis and content of the Draft PEIR. In reviewing a Draft PEIR, readers should focus on the sufficiency of the document in identifying and analyzing the possible effects of the proposed project on the environment and on ways in which any significant effects resulting with project implementation may be avoided or mitigated.

Comment letters should be sent to:

City of Del Mar
Planning and Community Development
1050 Camino del Mar
Del Mar, CA 92014
Contact: Jennifer Gavin
Phone: 858.793.6148
Email: jgavin@delmar.ca.us

Following the close of the public comment period, a Final PEIR will be prepared to respond to all substantive comments related to environmental issues pertaining to the proposed project. The Final PEIR will be completed prior to a public hearing to consider certification of the PEIR and approval of the proposed project.

1.4. Report Organization

The PEIR is organized as follows:

- **ES, Executive Summary**. Summarizes the description and background of the proposed project, addresses the format of this PEIR, discusses alternatives, and discloses the potential environmental impacts and mitigation measures identified for the proposed project.

- **Chapter 1.0, Introduction**. Describes the purpose of the PEIR, the background of the proposed project, the NOP and scoping process, the use of incorporation by reference, and the PEIR certification process.

- **Chapter 2.0, Project Description**. Describes the proposed project and its objectives, the project site and location, discretionary approvals and actions anticipated to be required for the project, and the intended uses of the PEIR.

- **Chapter 3.0, Environmental Analysis**. Provides a detailed environmental analysis of the existing (baseline) conditions, potential project impacts, recommended mitigation measures, and possible unavoidable adverse impacts for the following environmental issue areas:

    - Air Quality (Section 3.1)
    - Biological Resources (Section 3.2)
    - Cultural Resources (Section 3.3)
    - Geology and Soils (Section 3.4)
    - Greenhouse Gas Emissions (Section 3.5)
    - Noise and Vibration (Section 3.6)
    - Tribal Cultural Resources (Section 3.7)

- **Chapter 4.0, Effects Found Not to Be Significant**. Summarizes effects found not to be significant (less than significant impact or no impact).

- **Chapter 5.0, Alternatives to the Proposed Project**. Analyzes a reasonable range of alternatives to the proposed project, including the CEQA-mandated “No Project” alternative. The alternatives seek to achieve the basic project objectives while reducing potential environmental effects that may result with project implementation.

- **Chapter 6.0, Other CEQA Considerations**. Summarizes the project’s significant and unavoidable impacts, energy conservation, and significant irreversible environmental changes. This section also includes a discussion of growth-inducing impacts, analyzing the potential environmental

consequences of the foreseeable growth and development that could be induced by implementation of the proposed project.

- **Chapter 7.0, Preparers and Persons Consulted**. Identifies the preparers of the PEIR, including the lead agency and persons consulted during document preparation.
- **Chapter 8.0, References**. Includes the reference resources used during preparation of the PEIR.
- **Appendices**. Provides supporting technical documentation used in preparation of the PEIR.

Table 1-1, CEQA-Required Sections and Location in the PEIR, lists the required sections of the PEIR and their location in the document.

TABLE 1-1 CEQA-REQUIRED SECTIONS AND LOCATION IN THE PEIR

CEQA Requirements	CEQA Guidelines Section	Location in PEIR
Table of Contents	15122	Table of Contents
Executive Summary	15123	ES
Introduction	--	Chapter 1.0
Project Description	15124	Chapter 2.0
Environmental Setting	15125	Chapters 2.0 and 3.0
Significant Environmental Effects of the Proposed Project	15126[a]	Chapter 3.0
Mitigation Measures	15126[3]	Chapter 3.0
Cumulative Impacts	15130	Chapter 3.0
Effects Found Not to Be Significant	15128	Chapter 4.0
Alternatives to the Proposed Project	15126[f]	Chapter 5.0
Significant Unavoidable Environmental Effects of the Proposed Project	15126[b]	Chapter 6.0
Significant Irreversible Environmental Changes of the Proposed Project	15126[c]	Chapter 6.0
Growth-Inducing Impacts of the Proposed Project	15126[d]	Chapter 6.0
Preparers and Persons Consulted	15129	Chapter 7.0
Technical Appendices and other materials, including public comments received	--	Appendices

Based on established thresholds of significance, the impacts of the proposed project have been categorized as “no impact,” “less than significant,” “less than significant with mitigation,” or “significant and unavoidable.” Mitigation measures are recommended for potentially significant impacts to avoid or lessen those impacts. In the event the proposed project results in significant impacts even after implementation of all feasible mitigation measures, CEQA Guidelines Section 15093 enables decision-makers to nonetheless approve the proposed project with adoption of a Statement of Overriding Considerations. This determination would require the decision-makers to discuss how the benefits of the proposed project outweigh identified unavoidable impacts.

The CEQA Guidelines provide, in part:

> *CEQA requires the decision-making agency to balance, as applicable, the economic, legal, social, technological, or other benefits, including region-wide or statewide environmental benefits, of a proposed project against its unavoidable environmental risks when determining whether to approve the project. If the specific economic, legal, social, technological, or other benefits, including region-wide or statewide environmental benefits, of a proposal project outweigh the unavoidable adverse environmental effects, the adverse environmental effects may be considered "acceptable."*

Where the decision of the public agency allows the occurrence of significant effects that are identified in the Final PEIR but are not mitigated, the agency must state in writing the reasons to support its action based on the Final PEIR and/or other information in the record. This statement may be necessary if the agency also makes the finding under Section 15091(a)(2) or (a)(3) of the CEQA Guidelines.

If an agency makes a Statement of Overriding Considerations, the statement should be included in the record of the project approval and should be mentioned in the Notice of Determination (CEQA Guidelines Section 15093).

1.5. Incorporation by Reference

In accordance with Section 15150 of the CEQA Guidelines, the following documents are incorporated by reference into this PEIR and available for public review at the City of Del Mar, Planning and Community Development Department, 1050 Camino del Mar, Del Mar, California, 92014, and are also accessible online at www.delmar.ca.us. A brief synopsis of each document is provided below.

1.5.1. City of Del Mar Community Plan

The City of Del Mar Community Plan serves as its General Plan with an overall goal to "preserve and enhance the special character of Del Mar, the elements of which are a village-like community of substantially single-unit residential character, a picturesque and rugged site, and a beautiful beach." As the City is largely built out, the Community Plan identifies specific goals, policies, and objectives to guide future development consistent with the City's vision. Since March 1976, when the Community Plan was adopted by the Del Mar voters as the City's General Plan, few plan amendments have been processed because the Plan's goals, policies, and objectives to preserve the unique environment, low-density character and quality of life have remained the same over time. The Community Plan is in the process of being amended to update the Safety Element in accordance with State law. Additionally, a new Environmental Justice Element is being added to the Community Plan as committed to in the City's certified 6th Cycle Housing Element. The draft Environmental Justice Element identifies that the City is committed to maintaining a healthy, inclusive, and accessible community for all residents and visitors. The draft Safety and Environmental Justice Elements will be presented to the City Council for adoption in the spring of 2026.

1.5.2. City of Del Mar Municipal Code

The Del Mar Municipal Code (DMMC) was adopted to promote and protect public health, safety, and welfare through the orderly regulation of land uses in the City. The DMMC identifies regulations pertaining to the use of real property and the buildings, structures, and improvements located thereon. The Zoning Code (DMMC Title 30) serves as the primary means of implementing the goals, objectives, and policies identified in the City's Community Plan. Other key elements of the DMMC include Title 23 (Building Construction) and DMMC Title 24 (Subdivisions), which provide specific regulations for development activities within the City.

1.5.3. City of Del Mar Local Coastal Program

The California Coastal Act is intended to protect the natural and scenic resources of the Coastal Zone. All local governments located wholly or partially within the Coastal Zone are required to prepare a Local Coastal Program (LCP) for those areas of the Coastal Zone within its jurisdiction. The state's goals for the Coastal Zone include the following:

a) Protect, maintain, and where feasible, enhance and restore the overall quality of the Coastal Zone environment and its natural and artificial resources.

b) Ensure orderly, balanced utilization and conservation of Coastal Zone resources taking into account the social and economic needs of the people of the state.

c) Maximize public access to and along the coast and maximize public recreational opportunities in the Coastal Zone consistent with sound resource conservation principles and constitutionally protected rights of private property owners.

d) Ensure priority for coastal-dependent and coastal-related development over other development on the coast.

e) Encourage state and local initiatives and cooperation in preparing procedures to implement coordinated planning and development for mutually beneficial uses, including educational uses, in the Coastal Zone.

f) Anticipate, assess, plan for, and, to the extent feasible, avoid, minimize, and mitigate the adverse environmental and economic effects of sea level rise within the Coastal Zone.

All lands within the City's boundaries lie within the Coastal Zone and are therefore regulated by the City's LCP as certified by the California Coastal Commission. The City's LCP has two main components to meet the Coastal Act. This includes the LCP Land Use Plan (policies) initially certified in 1993 and LCP Implementation Ordinances (zoning regulations) initially certified in 2001, each with multiple amendments subsequently adopted by the City Council and certified by the Coastal Commission, which apply to proposed development in the Coastal Zone. The City's Zoning Regulations include base zone regulations, overlay zone regulations for protection of sensitive resources, and other implementing measures to ensure the protection of coastal resources, public access, recreation, and public scenic views. With a certified LCP, the City has the authority to process and issue coastal development permits for most new development projects proposed within its local permit jurisdiction boundaries as identified on the official post-certification maps approved by the Coastal Commission in 2025. For the remaining

properties, the California Coastal Commission retains jurisdiction over approvals, which generally includes public trust lands, tidelands, and submerged lands along the shoreline.

1.5.4. City of Del Mar Climate Action Plan

Climate action plans (CAPs) serve as comprehensive road maps that outline the specific activities that a community or municipality will take to reduce greenhouse gas (GHG) emissions and the potential impacts of climate change within its borders. In developing a CAP, jurisdictions evaluate the volume of GHGs emitted during a baseline year and determine the amount of emissions that need to be reduced to achieve statewide GHG reduction targets.

The City of Del Mar CAP (2016) commits to implementing specific programs and projects aimed at reducing and mitigating the impacts of GHG-emitting activities by targeted dates. The CAP identifies goals and strategies tied to various emissions sources and means to reduce GHG emissions through increased energy efficiency, reliance on renewable energy technologies, solid waste reduction, and sustainable modes of transportation. The City is initiating an updated GHG inventory and CAP in 2026.

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2.0 PROJECT DESCRIPTION

This chapter provides a description of the proposed City of Del Mar Capital Improvements Program (CIP), which includes planned public improvement and public facility projects to be carried out by the City of Del Mar (City),[1] the environmental effects of which are evaluated in Section 3.1 through Section 3.7 of this Program Environmental Impact Report (PEIR). While individual CIP projects within the overall CIP program are analyzed in the PEIR, all uses of the term "proposed project" or "project" in the PEIR refer to the CIP program as a whole for the purposes of CEQA, unless otherwise noted. The project location, background, and objectives are described immediately below, followed by a description of project characteristics and a summary of the discretionary actions that would be required.

2.1. Project Location and Environmental Setting

This section describes the physical environmental conditions of the City of Del Mar (i.e., the project site), as they exist at the time the Notice of Preparation was published, from both a local and a regional perspective, pursuant to CEQA Guidelines Section 15125(a). The environmental setting provides the baseline physical conditions from which the lead agency determines the significance of environmental impacts resulting from the project. Section 3.1 through Section 3.7 provide more detailed environmental setting descriptions relevant to each environmental resource topic.

2.1.1. Regional Setting

Implementation of the CIP would occur within the majority of the City, located in San Diego County. The project site encompasses approximately 2.2 square miles (1,408 acres). The City is a coastal city located north of Torrey Pines State Beach, directly south of the City of Solana Beach, and generally west of adjacent properties within the City of San Diego and County of San Diego jurisdictions. Regional access to the City is provided by Interstate 5 (I-5), which traverses the City in a north-south orientation, and Camino del Mar, which runs in a north-south orientation along the City's coastline. The Los Angeles–San Diego–San Luis Obispo (LOSSAN) rail corridor also runs along the top of the coastal bluffs in the City. Figure 2-1, Regional Location Map, shows the location of the City at a regional scale.

2.1.2. Local Setting

The City is approximately 2 miles in length (north-south) and up to 0.75 miles wide (east-west) (refer to Figure 2-2, Project Site Boundary). It contains roughly 5,000 separate, assessed parcels of property, and has a population level that remains constant around 4,000 persons (SANDAG 2025).

The City is largely built out, predominantly with single-dwelling unit and multi-dwelling unit residences and commercial uses, with relatively few developable, vacant areas remaining. The City is distinct in that it is surrounded on almost all sides by significant natural landforms and resources. The Pacific Ocean, beach, and coastal bluffs are located along the western City boundary. San Dieguito Lagoon and San Dieguito River are located in the northern portion of the City. Floodplains and floodways as designated by

[1] The term "City" hereafter refers to the City of Del Mar. If another municipality is discussed, such as the City of San Diego, it is written out to avoid reader confusion.

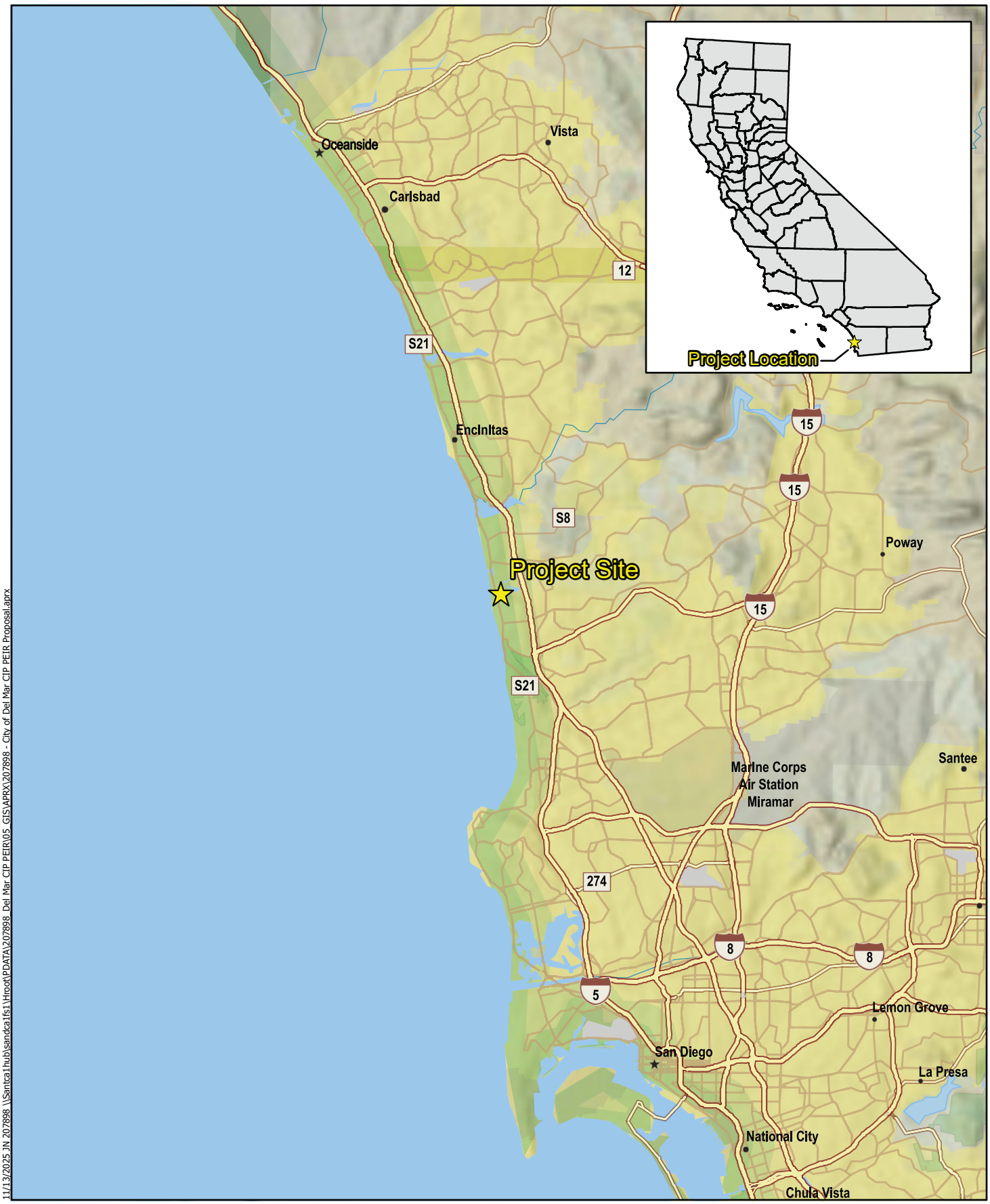
the Federal Emergency Management Agency (FEMA) surround the beach area, lagoon, and river. Upland bluff, slope, and canyon hillside areas wrap around much of the City's northern and eastern boundaries, adjacent to the lagoon and Crest Canyon open space, located south of the San Dieguito River and Lagoon. It is noted that Crest Canyon open space is located in and maintained by the City of San Diego.

The Los Peñasquitos Lagoon occurs just south of Del Mar, in the City of San Diego. The environmentally sensitive habitat areas associated with the Los Peñasquitos watershed and floodplain affect City of Del Mar roadways and properties along the southerly boundary of Del Mar.

The City has three major parks: Seagrove Park located at the terminus of 15th Street; Powerhouse Park, including the Powerhouse Community Center and a "Tot Lot" with playground equipment, located off Coast Boulevard; and Shores Park, including the Del Mar Community Connections Building, located off Camino del Mar and 9th Street. A recreation area including tennis and basketball courts is located off of Court Street. Other natural open space areas are located throughout Del Mar, including the public sandy beach along the westerly boundary of the City; the Scripps Bluff Preserve on the North Bluff and the Del Mar Canyon Preserve on the South Bluff, which are located along the City's coastal bluffs and shoreline; the Crest Rim Preserve adjacent to the Crest Canyon open space, and various pedestrian trails throughout the City.

Within the northern portion of the City's boundary, the Del Mar Fairgrounds makes up approximately one third of the City's land area. The property is owned and operated by the State of California 22nd District Agricultural Association, a state institution, and not by the City of Del Mar. The Del Mar Fairgrounds is a 340-acre regional commercial entertainment venue that spans the City of Del Mar, City of San Diego, and unincorporated San Diego County. Approximately 80 percent of the 340-acre Del Mar Fairgrounds is in the City of Del Mar. The Del Mar Fairgrounds host millions of visitors each year at a variety of events, including the San Diego County Fair and two Del Mar Racetrack seasons operated by the Del Mar Thoroughbred Club.

The City owns and maintains several facilities including the Beach and Safety Center located at 1700 Coast Boulevard, City Hall located at 1050 Camino del Mar, the Community Connections Building located at 225 9th Street, the Del Mar Branch of the San Diego County Library located at 1309 Camino del Mar, Powerhouse Community Center located at 1658 Coast Boulevard, and the Public Works Corporation Yard located at 2240 Jimmy Durante Boulevard.



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Michael Baker INTERNATIONAL

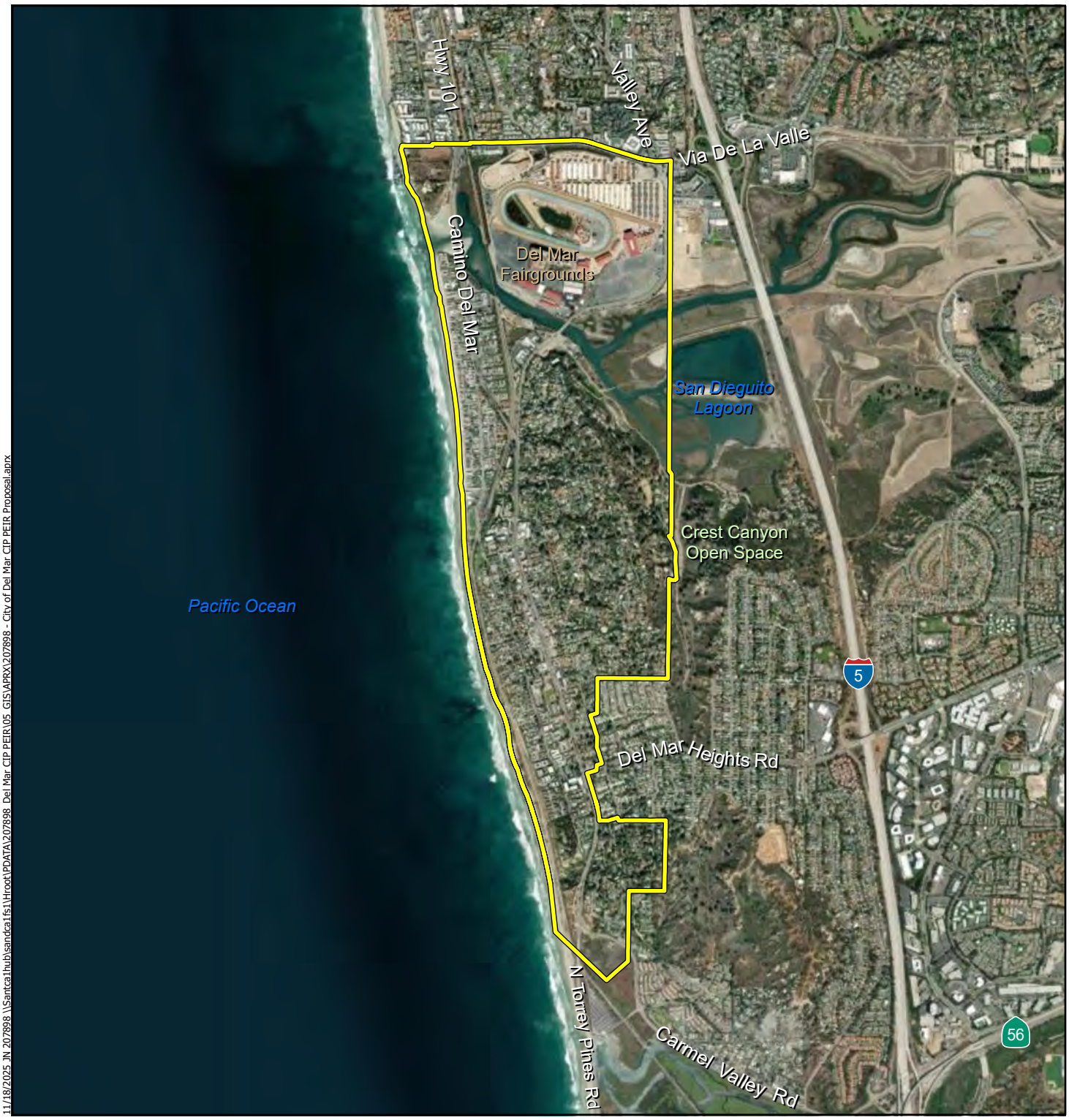
Source: Esri, ArcGIS Online, USGS, San Diego County

CITY OF DEL MAR CIP STREAMLINING PROJECT
PROGRAM ENVIRONMENTAL IMPACT REPORT

Regional Location Map

Figure 2-1

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Legend

Project Site

Michael Baker INTERNATIONAL

0 0.25 0.5 Miles

Source: Esri, ArcGIS Online, City of Del Mar, San Diego County

CITY OF DEL MAR CIP STREAMLINING PROJECT
PROGRAM ENVIRONMENTAL IMPACT REPORT

Project Site Boundary

Figure 2-2

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2.2. Project Background

The CIP is a 10-year strategic planning and budgeting tool for addressing the City's current and future capital infrastructure and facility needs, and it is revised over time in noticed public meetings of the City Council as conditions, City Council priorities, and funding change. The CIP outlines plans for capital projects, major maintenance, refurbishments, and substantial equipment purchases as described further in Section 2.4.1 of this document. Every year, the City plans for two-year work plans including multiple CIP projects involving work within City rights-of-way and public easements. The Representative CIP Projects analyzed in this PEIR are those from the City Council approved Work Plan for FY 2026-2027. While the City's current 10-year CIP program runs through FY 2035-2036, this PEIR will continue to apply to CIP projects post FY 2035-2036 to the extent that future projects are deemed consistent with the types of projects evaluated herein, environmental conditions established in this PEIR have not changed substantially, and mitigation requirements are still deemed applicable and effective.

Currently, the City has no programmatic approach to completing environmental review pursuant to CEQA for its CIP projects, and therefore must undergo environmental review on a project-by-project basis. Timely implementation of the CIP projects is necessary to ensure continued public health, safety, and welfare for the City's residents and visitors. This PEIR will help streamline the implementation of current and future CIP projects to ensure continued public health, safety, and welfare for the City's residents, businesses, and visitors by establishing a clear procedural framework for CEQA compliance on a wide array of CIP project types.

2.3. Project Objectives

Pursuant to the requirements of CEQA Guidelines Section 15124(b), an EIR must contain a statement of objectives that includes the underlying purpose of the proposed project. The objectives of the proposed project are to:

- Streamline implementation of current and future CIP projects to ensure continued public health, safety, and welfare for the City's residents and visitors.
- Allow for the continued maintenance, refurbishment, repair, upgrade, and/or replacement of existing public infrastructure and facilities.
- Allow for the construction and operation and maintenance of new capital projects.
- Develop a mitigation framework to ensure consistent and effective implementation of environmental protections.

2.4. Project Components

2.4.1. Proposed Project Activities

Overview

This PEIR will apply to the CIP projects listed in the City Work Plan for FY 2026-2027 and the City 10-year CIP project list (2025-2035), as well as future CIP projects post 2035 not included on the current CIP list to the extent that individual future projects are reviewed and considered as follows:

- The project is deemed consistent with the types of projects evaluated herein;
- The environmental conditions analyzed in this PEIR have not changed substantially; and
- The PEIR mitigation requirements identified are still deemed applicable and effective.

Once the Final PEIR is certified, the City will be able to rely on the environmental impact analyses contained in the document to streamline CEQA review for individual CIP projects. A CEQA Streamlining Checklist has been prepared for CIP projects (refer to Appendix C, Del Mar CIP Streamlining Program Checklist). City staff will complete this checklist with project-specific details—such as project type, location, construction duration, and construction equipment—and will review all mitigation measures included in the PEIR. Using the CEQA Streamlining Checklist, City staff will identify which mitigation measures apply to each project and determine whether any additional environmental technical studies are required based on the project type or site conditions. This process will ensure that future CIP projects satisfy CEQA compliance requirements before they are implemented.

The proposed project components analyzed in this PEIR include the construction and operation of individual CIP projects. The CIP projects covered under this PEIR have been divided into the following categories:

- Undergrounding Program
- Water
- Wastewater
- Storm Water
- Streets
- Facilities
- Open Space

A general overview of each category is provided below, which briefly discusses the types of proposed activities and individual CIP projects.

Undergrounding Program

In 2016, the City began a citywide Undergrounding Program (UP). The UP is designed to remove unsightly utility poles and replace overhead cables for electricity and telecommunications with underground lines.

This program provides for essential services benefitting the entire UP across multiple Utilities Undergrounding Districts (UUD) throughout the City. Table 2-1, Status of Utilities Undergrounding Districts, indicates the status of utility undergrounding in each UUD. Figure 2-3a, Undergrounding Program

Districts, shows the location of each UUD in the City. Refer to Table 2-2, FY 2026-2027 Work Plan CIP Projects, at the end of this chapter for UP CIP projects included in the City's approved FY 2026-2027 Work Plan.

TABLE 2-1 STATUS OF UTILITIES UNDERGROUNDING DISTRICTS

Utility Undergrounding District	Status
Tewa Court/10th Street	Completed 2023
1A (Stratford Court South)	Completed 2026
X1A (Crest Canyon)	Construction in Process
1B (Stratford Court North)	Design in Process
2 (Beach Colony)	District Formed
25th Street (20A)	District Formed
3 (South Hill)	Future Project
4 (North Hill)	Future Project
5 (Lagoon)	Future Project

Source: City of Del Mar 2026c

In addition to improving views by removal of the utility poles and overhead lines, the UP reduces fire hazards and other safety risks caused by downed lines and increases the reliability of utility systems. The UP is identified as a community priority that is consistent with the goals and policies included throughout the Community Plan.

Environmental compliance pursuant to CEQA has been completed for Tewa Court/10th Street, 1A (Stratford Court South), X1A (Crest Canyon), and 1B (Stratford Court North). Accordingly, these individual projects are not evaluated in this PEIR.

General Construction Overview

Construction for the City's UP would generally include trenching, installation of utility lines and conduit in the trenches, backfilling trenches, resurfacing pavement and replacement of vegetation that is disturbed during construction, installation of utility structures, and the removal of utility poles and associated equipment. Other construction activities may include retaining walls to support the installation of aboveground utility structures. The majority of construction activities would occur within public rights-of-way or along existing roadways. Installation of underground utility lines would also occur outside public rights-of-way at locations where overhead services currently exist in order to maintain service connections to existing residences and businesses. Similarly, most utility poles are located in or immediately adjacent to public rights-of-way. However, in certain instances, poles may be located outside public rights-of-way, for which work crews would need to traverse existing vegetation to access and remove poles.

Typical construction equipment for utility undergrounding would include backhoes, skid steer loaders, and dump trucks for excavation activities; milling machines, sweepers, asphalt pavers, roller compactors, and dump trucks for asphalt resurfacing; and concrete mixer trucks, dump trucks, and hand tools for

concrete resurfacing. Hand digging with an arborist on standby is planned for trenching within 20 feet of protected tree species where work near the tree is unavoidable.

Construction activities associated with utility undergrounding would occur at an average rate of approximately 100 linear feet (LF) per day, with a maximum rate per day of 400 LF. The maximum length of individual CIP utility undergrounding projects would be up to 32,000 LF, but would be an average length of approximately 15,000 LF. Average trench widths for these projects would be approximately 2 feet, with a maximum trench width of approximately 3 feet. Average trench depth would be approximately 3 feet, and maximum trench depth would be no greater than 10 feet.

Pole removals are typically performed using a digger derrick truck or bucket truck when accessible from the street. Pole removals in sensitive areas are to be completed via hand; crews would walk in to hand-cut the pole at ground level, fell the pole, cut to manageable pieces, and haul out with a small rubber-tired tractor-trailer or wheelbarrow or use a "boom truck" when close enough to the City right-of-way. Alternately, in rare cases, the utility company may choose to hand-cut the pole at ground level and helicopter the pole out of hard-to-access areas.

General Operation Overview

After construction, ongoing activities would include regular inspection and, as necessary, maintenance activities, similar to existing underground utility lines maintained by the utility agencies.

Water

The Del Mar Public Works Department provides potable water service to nearly 1,900 metered accounts, including residential, commercial, public facilities, and the Del Mar Fairgrounds. The City's potable water system includes approximately 30 miles of water mains, four storage reservoirs totaling 4 million gallons of capacity, 664 valves, and 278 fire hydrants. Figure 2-3b, Existing Water Infrastructure, shows the location of existing water pipelines throughout the City.

The CIP includes water infrastructure improvement projects to continue to provide a reliable water supply that supports the health and quality of life of the City's residents, businesses, and visitors. The City's water facilities are also essential for safety via fire protection services. The proposed water infrastructure improvements in the CIP are consistent with the goals and policies in the Environmental Management and Transportation sections of the Community Plan. Refer to Table 2-2 at the end of this chapter for water CIP projects included in the City's approved FY 2026-2027 Work Plan.

General Construction Overview

Construction related to improvements, repairs, and rehabilitation of existing or future potable and recycled water pipelines, valves, pressure reducing stations, pressure relief stations, water pumping stations, water meters, backflow preventers, and fire hydrants would generally include trenching, backfilling, and resurfacing activities. In situ pipeline repairs and interior lining would not require excavation. The majority of such construction activities would occur within public rights-of-way or along existing roadways. Typical construction equipment for water infrastructure would include backhoes, skid steer loaders, and dump trucks for excavation activities; small excavators, dump trucks, and small paving

equipment for pipe lining activities; milling machines, sweepers, asphalt pavers, roller compactors, and dump trucks for asphalt resurfacing; and concrete mixer trucks, dump trucks, and hand tools for concrete resurfacing.

Construction activities associated with water pipelines would occur at an average rate of approximately 200 LF per day, with a maximum rate per day of 400 LF. The maximum length of individual CIP water infrastructure projects would be up to 5,000 LF, but would be an average length of approximately 1,000 LF. Average trench widths for these projects would be approximately 2.5 feet, with a maximum trench width of approximately 4.5 feet. Average trench depth would be approximately 4 feet, and maximum trench depth would be no greater than 10 feet.

Construction related to water reservoir improvements and rehabilitation would generally include mechanical and electrical improvements.

General Operation Overview

After construction, ongoing activities would include regular inspection and, as necessary, maintenance activities, similar to existing water infrastructure maintained by the City.

Wastewater

The City owns and operates a sanitary sewer collection system, which provides service via approximately 1,800 sewer connections. The collection system consists of approximately 21 miles of sewer mains, 3 miles of force main, one pump station, and one lift station. Figure 2-3c, Existing Wastewater Infrastructure, shows the location of existing City sewer pipelines within Del Mar. It is noted that within the City's jurisdiction, there are sewer lines that are owned and operated by either the City of Solana Beach or the City of San Diego. The City's collection system conveys an annual average flow of 0.4 million gallons per day (mgd) that is normally sent to the San Elijo Water Reclamation Facility for treatment via City of Solana Beach collection system, with a secondary connection available to send wastewater to the Point Loma Wastewater Treatment Plant if needed.

The City's Sewer System Management Plan presents the City's policies and procedures to manage, operate, and maintain its sanitary sewer system and comply with requirements of the State Water Resources Control Board's Statewide General Waste Discharge Requirements for Sanitary Sewer Systems Order No. 2006-0003 DWQ and the Order's subsequent updates (City of Del Mar 2026b).

The CIP includes wastewater (sewer) infrastructure improvement projects to address maintenance needs for the City's wastewater system, including repair needs for failing pipelines. The proposed wastewater improvements in the CIP are consistent with the goals and policies in the Environmental Management and Transportation sections of the Community Plan. Refer to Table 2-2 at the end of this chapter for wastewater CIP projects included in the City's approved FY 2026-2027 Work Plan.

General Construction Overview

Construction related to improvements, repairs, and rehabilitation of existing or future sewer gravity and force main pipelines, pump stations, manholes, and cleanouts would generally include trenching,

backfilling, and resurfacing activities. The majority of such construction activities would occur within public rights-of-way or along existing roadways. Typical construction equipment for wastewater infrastructure would be the same as the typical CIP water infrastructure construction equipment.

Construction activities associated with sewer pipelines would occur at an average rate of approximately 200 LF per day, with a maximum rate per day of 400 LF, similar to water pipelines. The maximum length of individual CIP wastewater infrastructure projects would be up to 6,000 LF, but would be an average length of approximately 1,250 LF. Average trench widths for these projects would be approximately 2.5 feet, with a maximum trench width of approximately 3.5 feet. Average trench depth would be approximately 8 feet, and maximum trench depth would be no greater than 15 feet.

Construction related to sewer pump station improvements and rehabilitation would generally include mechanical and electrical improvements.

General Operation Overview

After construction, ongoing activities would include regular inspection and, as necessary, maintenance activities, similar to existing wastewater infrastructure maintained by the City.

Storm Water

The City maintains storm water drainage facilities throughout its jurisdiction, including pipelines, curb inlets, and trash capture devices in public rights-of-way. Figure 2-3d, Existing Storm Water Infrastructure, shows the location of existing storm water infrastructure in Del Mar. The CIP includes storm water infrastructure improvement projects, in consultation with the Clean Water Program consultant when needed, to address maintenance needs for the City's storm water system. These projects would address a combination of short-term and long-term storm water infrastructure needs and include emergency repair projects and improvement projects relating to storm drains and storm water permit compliance to ensure ongoing compliance with applicable federal and state laws relating to water quality. The proposed storm water improvements in the CIP are consistent with the goals and policies in the Environmental Management and Transportation sections of the Community Plan. Refer to Table 2-2 at the end of this chapter for storm water CIP projects included in the City's approved FY 2026-2027 Work Plan.

General Construction Overview

Construction related to improvements, repairs, and rehabilitation of existing or future storm water pipelines/culverts, manholes, cleanouts, inlets, outlets, catch basins, headwalls, open channel, cobble/hardscape open swales, infiltration pits, and low flow diverters would generally include trenching, excavation, backfilling, and resurfacing activities. The majority of such construction activities would occur within public rights-of-way or along existing roadways. Typical construction equipment for storm water infrastructure would be the same as the typical water and wastewater infrastructure construction equipment.

Construction activities associated with storm water pipelines and culverts would occur at an average rate of approximately 50 LF per day, with a maximum rate per day of 100 LF. The maximum length of individual CIP storm water infrastructure projects would be up to 1,000 LF, but would be an average length of

approximately 200 LF. Average trench widths for these projects would be approximately 3 feet, with a maximum trench width of approximately 4 feet. Average trench depth would be approximately 3 feet, and maximum trench depth would be no greater than 10 feet.

General Operation Overview

After construction, ongoing activities would include regular inspection and, as necessary, maintenance activities, similar to existing storm water infrastructure maintained by the City.

Streets

The City maintains 30 miles of streets. Figure 2-3e, Existing Streets Infrastructure, shows the location of existing roadways throughout Del Mar. The City recently undertook a pavement condition assessment to be used as a tool to prioritize pavement repairs citywide. The pavement improvements required as recommended in the report or determined by other need include:

- Replacing or rehabilitation of existing pavement;
- Removing and reinstalling traffic signal loops;
- Striping vehicle and bicycle line lines and symbols; and
- Reconstructing sidewalks/crosswalks in accordance with American with Disabilities Act (ADA) requirements.

The CIP includes streets infrastructure improvement projects to address maintenance needs for the City's existing and future roadways. Improvements would generally include annual pavement rehabilitation and ADA upgrades. The proposed street improvements in the CIP are consistent with the goals and policies in the Environmental Management and Transportation sections of the Community Plan. Refer to Table 2-2 at the end of this chapter for street related CIP projects included in the City's approved FY 2026-2027 Work Plan.

General Construction Overview

Construction related to improvements, repairs, and rehabilitation of existing or future public roadways, including pavement, concrete curb and gutter, sidewalks, and ADA-compliant curb ramps, would generally include excavation, backfill, and resurfacing activities. The majority of such construction activities would occur within public rights-of-way or along existing roadways. Typical construction equipment for CIP streets projects would include backhoes, skid steer loaders, and dump trucks for excavation activities; milling machines, sweepers, asphalt pavers, roller compactors, and dump trucks for asphalt resurfacing; and concrete mixer trucks, dump trucks, and hand tools for concrete resurfacing.

Construction activities associated with roadway construction/improvements would occur at an average rate of approximately 500 LF per day, with a maximum rate per day of 2,000 LF. The maximum length of individual CIP roadway projects would be up to 7,500 LF, but would be an average length of approximately 2,500 LF. Additionally, activities associated with curb and gutter construction/improvements would occur at an average rate of approximately 250 LF per day, with a maximum rate per day of 500 LF. The maximum length of individual CIP curb and gutter projects would be up to 3,000 LF, but would be an average length of approximately 500 LF.

Construction related to installation of retaining walls in slopes would generally include excavation, backfill, and installation of irrigation and landscaping. The majority of such construction activities would occur within public rights-of-way along existing roadways.

Construction related to improvements, repairs, and rehabilitation of existing or future bridges would generally include structural or surface maintenance. Replacement of a bridge would generally include excavation, backfill, and bridge installation. The majority of such construction activities would occur within public rights-of-way at existing bridges.

General Operation Overview

After construction, ongoing activities would include regular inspection and, as necessary, maintenance activities, similar to existing roadway infrastructure maintained by the City.

Facilities

The CIP includes facilities projects to address maintenance needs for the City's existing public facilities. The projects relate to various short-term and long-term municipal facility needs related to public safety operations. Figure 2-3f, Existing Municipal Facilities, shows the location of existing public facilities in Del Mar, including, but not limited to, lifeguard towers, public restrooms, and bridges. The proposed CIP facility improvements are consistent with the goals and policies of the Environmental Management and Community Development sections of the Community Plan. Refer to Table 2-2 at the end of this chapter for facilities CIP projects included in the City's approved FY 2026-2027 Work Plan.

General Construction Overview

Construction related to improvements and repairs of existing public facilities would generally include minor exterior façade repairs and minor interior improvements, such as painting; new carpeting; replacement of/repairs to plumbing, electrical, and heating, ventilation, and air conditioning (HVAC) units; security/fire system repairs; and roof repairs. Additionally, CIP facilities projects would include the installation of hardscape features (e.g., benches, drinking fountains, streetlights, traffic lights) on City property and public rights-of-way. Construction equipment for these types of CIP facilities projects would generally be limited to hand tools. Small generators and compressors may also be used.

Construction activities associated with the possible future relocation of the fire station and the Public Works building from the floodway may include reconstruction of the buildings to minimize potential impacts associated with flooding. This would be accomplished by either: (1) reconstruction at the existing location through recontouring of the project site or by other means to elevate the new building foundations above the flood elevation; and/or (2) reconstruction at a new location outside the flood zone. Typical construction equipment for these CIP facilities projects would likely include bulldozers, excavators, backhoes, skid steer loaders, concrete mixer trucks, asphalt pavers, roller compactors, sweepers, and dump trucks.

Maintenance of bridges primarily includes concrete repairs to spalling in pier walls, columns, side rails, and sidewalks. Standard maintenance activities associated with bridges would be in compliance with

typical best management practices (BMPs) to ensure no inadvertent direct or indirect impacts to jurisdictional waters or other environmentally sensitive areas.

General Operation Overview

After construction of the CIP facilities projects, ongoing maintenance activities similar to existing conditions would continue.

Open Space

The CIP includes open space projects to address maintenance needs for the City's existing and future open space amenities, including City parks, trail connections, the beach, and lifeguard facilities. Figure 2-3g, Existing Open Space, shows existing open space locations in Del Mar. The proposed improvements are consistent with the goals and policies relating to parks, recreation, environmental management, and public safety in the Environmental Management section of the Community Plan. Refer to Table 2-2 at the end of this chapter for open space CIP projects included in the City's approved FY 2026-2027 Work Plan.

General Construction Overview

Construction related to improvements and repairs of existing and future public open space facilities would generally include excavation, backfill, and resurfacing activities and the installation of irrigation and landscaping for outdoor improvements. Minor exterior façade repairs associated with lifeguard building improvements would generally include exterior painting, security/fire system repairs, roof repairs, and minor interior improvements such as painting, new carpeting, and replacement of/repairs to plumbing, electrical, and HVAC units. The majority of such construction activities would occur on City property or within public rights-of-way or along existing roadways. Typical construction equipment for CIP open space projects would likely include hand tools for minor improvements, and backhoes, skid steer loaders, concrete mixer trucks, asphalt pavers, roller compactors, sweepers, and dump trucks for major improvements.

General Operation Overview

After construction of the CIP open space projects, ongoing maintenance activities similar to existing conditions would continue.

2.4.2. Representative CIP Projects

To evaluate the potential environmental impacts associated with the seven CIP categories, the following four individual CIP projects are included as representative projects.

Project No. 1 – Utilities Undergrounding- Beach Colony

The City proposes to remove existing utility poles and replace existing overhead cable lines for electricity and telecommunications with undergrounded lines within the Beach Colony neighborhood including UUD 2 and the 25th Street (20A) Undergrounding District, which are bounded by San Dieguito River to the north, the LOSSAN rail corridor to the east, 18th Street to the south, and the Pacific Ocean to the west (Figure 2-4, Utilities Undergrounding District 2 Project Site). The project area is fully developed with residences and streets, and also within a flood zone as designated by FEMA.

Project construction would include trenching within existing City rights-of-way and utility easements, installation of electrical and telecommunications lines and conduit in the trenches, backfilling trenches, resurfacing pavement, and replacement of removed vegetation, as well as removal of all existing overhead lines and poles located within the Beach Colony District, along approximately 11,800 LF of existing public right-of-way and private streets in the project site. The project would also include homeowner-installed trenches and conduit from meters at approximately 124 houses out to the street right-of-way at locations where overhead services currently exist to the residences over existing improved lots. Additionally, minor grading and the installation of retaining walls may be required for the installation of required aboveground facilities for the undergrounded lines, such as handholes, transformers, and pedestals. The utility agency would install equipment and wiring for the proposed electrical and telecommunications services and remove the overhead lines and poles. Pavement resurfacing and vegetation replacement would be completed by the City in the public right-of-way and homeowners on private property.

The majority of construction activities would occur within existing streets and driveways with some exceptions for equipment and walls adjacent to the paved areas, homeowner trenching through yards to existing meter locations, and overhead wire and pole removals for existing lines that pass through private property.

Construction equipment would include backhoes, skid steer loaders, and dump trucks for excavation activities; milling machines, sweepers, asphalt pavers, roller compactors, and dump trucks for asphalt resurfacing; and concrete mixer trucks, dump trucks, and hand tools for concrete resurfacing.

Construction activities would occur at an average rate of approximately 100 LF per day, with a maximum rate per day of 400 LF. Construction duration is anticipated to be approximately 118 working days. Trenches for utility undergrounding would be approximately 1 to 3 feet wide and approximately 2 to 10 feet deep.

Project No. 2 – Roadway Widening Project

Although no specific location has been identified for this representative project, the City proposes to widen and improve some public roadway segments as part of its CIP. The City evaluates the specific needs and constraints of each CIP roadway widening project and tailors the design accordingly. In some cases, improvements may be limited to roadway widening with an asphalt berm and no sidewalk. Other locations may require concrete curb and gutter, rolled curbs, or ribbon gutters to ensure proper drainage and safe circulation. Because many areas of Del Mar have limited public rights-of-way and physical constraints, sidewalks are not always feasible, and the City considers these limitations when determining the most appropriate design for each CIP roadway widening project.

This representative CIP project would potentially entail widening of an approximately 2,500-LF roadway segment. For the purposes of this analysis, the project assumes the construction of concrete curbs and gutters, sidewalks, and ADA-compliant curb ramps along both sides of the roadway where appropriate. The finished roadway width would be approximately 20 feet wider than existing conditions. Construction would also include demolition of existing roadway infrastructure, as needed, to accommodate the proposed widening and improvements. Construction of this representative project would not require take

of private property that would result in displacement of a resident or business; construction activities would occur within public rights-of-way or along existing roadways.

It is noted that in portions of the City where no curb and gutter exist, a roadway widening could include different curb options such as an asphalt berm and, in many cases, no sidewalks.

Typical construction equipment would include backhoes, skid steer loaders, and dump trucks for excavation activities; milling machines, sweepers, asphalt pavers, roller compactors, and dump trucks for asphalt resurfacing; and concrete mixer trucks, dump trucks, and hand tools for concrete resurfacing.

Construction would occur at an average rate of 500 LF per day for roadway asphalt surfacing/resurfacing and 250 LF per day for curb and gutter surfacing/resurfacing. Construction duration is anticipated to be approximately five working days.

Project No. 3 – Storm Water and Sewer Infrastructure Improvement Project

The City proposes to construct, replace, and/or repair deteriorated storm drain pipelines at six locations and sewer infrastructure at three locations (Figure 2-5, Storm Water and Sewer Infrastructure Improvement Project Site). Specifically, the proposed storm drain repairs and replacements include:

- Installation of cured-in-place pipe (CIPP) lining along approximately 55 LF of an existing 18-inch corrugated metal pipe (CMP) at the intersection of Crest Road and Hoska Drive
- Installation of CIPP lining of approximately 28 LF of an existing 36-inch by 48-inch ellipse reinforced concrete pipe (RCP) beneath Court Street, south of 21st Street
- Replacement of approximately 21 LF of an existing 12-inch CMP with 12-inch polyvinyl chloride (PVC) pipe beneath Grand Avenue between Camino del Mar and Jimmy Durante Boulevard
- Installation of approximately 28 LF of CIPP lining of an existing 18-inch CMP beneath Christy Lane at Jimmy Durante Boulevard
- Construction of approximately 21 LF of 18-inch PVC pipe west of Camino del Mar at Serpentine Drive
- Replacement of approximately 81 LF of an existing 18-inch CMP with an 18-inch PVC pipe beneath Jimmy Durante Boulevard south of Via de la Valle

Project construction and repair activities would occur at an average rate of 50 feet per day for storm water drain pipes. Maximum pipeline trench widths during project construction would be 4 feet and trench excavation would be no greater than 10 feet deep. Project construction and repair activities would occur at an average rate of 200 LF per day for sewer pipes.

The proposed sewer improvements include:

- Construction of a new manhole on Zapo Street north of Culebra Street (construction footprint would be approximately 5 feet by 5 feet in area and 8 feet in depth)
- Replacement of approximately 680 LF of 6-inch vitrified clay pipe (VCP) on Luzon Avenue between Balboa Avenue and Sea View Avenue (construction footprint would be approximately 2 feet wide and 8 feet deep)
- Spot repair of an 8-inch PVC pipe located beneath Pine Needles Drive (construction footprint would be approximately 2 feet wide and 8 feet deep)

This project would occur within and adjacent to existing public roadways, and construction activities would be limited to public rights-of-way along City roadways.

Typical construction equipment would include backhoes, skid steer loaders, and dump trucks for excavation activities; small excavators, dump trucks, and small paving equipment for pipe lining activities; milling machines, sweepers, asphalt pavers, roller compactors, and dump trucks for asphalt paving; and concrete mixer trucks, dump trucks, and hand tools for concrete resurfacing. Construction duration is anticipated to be approximately 120 calendar days. Maximum pipeline trench widths would be 3.5 feet, and trench excavation would be no greater than 15 feet deep.

Project No. 4 – Shores Park Improvements Project

The City proposes the reconstruction and operation of Shores Park on approximately 3.5 acres, located southwest of the Camino Del Mar and 9th Street intersection and immediately east of the Winston School (Figure 2-6, Shores Park Improvements Project Site). Existing park amenities include a turf field and backstop, multiuse court area, landscaped areas, parking lots, and a City Community Building. A portion of the project site is currently being used as a parking lot by the Winston School. The entire Shores Property, including the Winston School area, is 5.3 acres in area. As part of the City's lease agreement with the Winston School, the school is granted non-exclusive access to the landscaped turf area on the project site during school hours. The landscaped turf area serves as a shared use area, providing space as a dog park, youth baseball field, and multi-purpose field, each with their specific times of use. The City also currently leases the on-site Del Mar Community Building to the Del Mar Foundation, a local nonprofit organization. The Del Mar Community Building includes a conference room, computer lab, and kitchen, and is available to the public with advance reservations.

The project would include reconstruction of Shores Park to include passive and active recreational amenities, a multiuse sport court, a dog park and flexible turf area and backstop, and may include the relocation of the Alvarado House, an approximately 785-square-foot historic Del Mar home, to the site (Figure 2-7, Shores Park Improvements Project Conceptual Site Plan). Additionally, the project may include upgrades to the existing on-site Community Building, which could include additions of up to 3,000 square feet, or the demolition and rebuilding of a new Community Building totaling up to 5,000 square feet. The project may also include improvements to and addition of on-site parking for the park and community

center. Other site improvements would include storm water infrastructure to accommodate on-site runoff and potential retaining wall installation to accommodate updated parking configurations.

Construction equipment would likely include bulldozers, excavators, backhoes, skid steer loaders, concrete mixer trucks, asphalt pavers, roller compactors, sweepers, and dump trucks. For the purposes of this analysis, construction duration is anticipated to be approximately 425 working days.

2.4.3. Regulatory Requirements and Standard City Measures

The environmental impact analysis included in Chapter 3.0 of this PEIR assumes that implementation of all CIP projects would adhere to applicable federal, state, and local laws and regulations, and standard City measures, including but not limited to those included in this section. Adherence to these requirements is essential for CEQA compliance and for the effective protection of the City's protected and sensitive resources.

Federal Requirements

- **Migratory Bird Treaty Act (16 U.S. Code [USC] §§703-712):** To maintain compliance with the Migratory Bird Treaty Act (MBTA) of 1918 and the California Fish and Game Code (CFGC), clearance surveys are typically required during the breeding season (generally February 1 to August 31 but as early as January 1 for raptors) prior to any ground disturbance or vegetation removal activities to avoid direct and indirect impacts to active bird nests and/or nesting birds. Consequently, if an active bird nest is destroyed or if construction activities result in indirect impacts to nesting birds (e.g., nest abandonment, loss of reproductive effort), it is considered "take" and is potentially punishable by fines and/or imprisonment.

- **Clean Water Act (33 USC §1251 et seq.):** Section 401 of the Clean Water Act (CWA) requires any applicant for a federal license or permit that is conducting any activity that may result in a discharge of a pollutant into waters of the United States to obtain a certification that the discharge will comply with the applicable effluent limitations and water quality standards. The Regional Water Quality Control Board (RWQCB) regulates Section 401 requirements.

  CWA Section 404 prohibits the discharge of dredged or fill material into waters of the United States without a permit from the US Army Corps of Engineers (USACE). The USACE and the US Environmental Protection Agency (EPA) administer the act.

State Requirements

- **California Fish and Game Code §§ 3503, 3503.5, and 3513 – Nesting Birds and Birds of Prey:** Sections 3503, 3503.5, and 3513 of the CFGC collectively provide legal protection for nesting birds and birds of prey in California and have similar requirements as the MBTA.

- **California Fish and Game Code § 1600 et seq. – Lake and Streambed Alteration Program:** CFGC Section 1602 requires any person, public utility, or state or local governmental agency to notify the California Department of Fish and Wildlife (CDFW) prior to initiating any activity that would: (1) substantially divert or obstruct the natural flow of any river, stream, or lake; (2) substantially

change or remove material from the bed, channel, or bank of any river, stream, or lake; or (3) deposit or dispose of debris, waste, or other material into any river, stream, or lake.

- **California Coastal Act – Public Resources Code §§ 30000–30900:** The City is entirely within the California Coastal Zone, as defined by the California Coastal Act of 1976 (Public Resources Code Division 20). Within the coastal zone, the California Coastal Commission (CCC) has regulatory authority over land use and environmental protection, including oversight of sensitive biological resources such as wetlands and environmentally sensitive habitat areas.

- **Health & Safety Codes §§ 7050.5, 7051, and 7054 (Protection of Human Remains):** California Health and Safety Code Sections 7050.5, 7051, and 7054 collectively address the illegality of interference with human burial remains as well as the disposition of Native American burials in archaeological sites. The law protects such remains from disturbance, vandalism, or inadvertent destruction and establishes procedures to be implemented if Native American skeletal remains are discovered during construction of a project, including the treatment of remains prior to, during, and after evaluation, and reburial procedures.

Local Requirements

The Del Mar Municipal Code (DMMC) establishes a comprehensive regulatory framework to protect biological resources, floodways, parklands, natural open space areas, historically significant properties, and noise-sensitive receptors within the City. The following DMMC chapters are particularly relevant for ensuring compliance with CEQA and for guiding CIP project implementation.

- **Chapter 8.12 – San Dieguito Lagoon and River:** This chapter safeguards the biodiversity and ecological integrity of the San Dieguito Lagoon and River. It mandates the conservation of aquatic and upland ecosystems, supports habitat restoration, and promotes educational and recreational opportunities while protecting native wildlife and marine populations.

- **Chapter 9.20 – Noise Ordinance:** This chapter states sound level limits based on the receiving property's zone (Section 9.20.040), establishes construction noise restrictions, including day and time restrictions for construction work and a noise level limit of 75-dBA Leq on property zoned or used for residential purposes (Section 9.20.050), and prohibits noise from public nuisances such as horns, loud speaking amplifiers, and radios in in public parks and beach areas (Section 9.20.090). See Section 3.6, Noise and Vibration, for details.

- **Chapter 23.50 – Trees:** This chapter establishes regulations for the protection, management, and removal of trees within the City, emphasizing the preservation of the urban forest and native tree species. The ordinance identifies "protected trees" as Torrey pine (*Pinus torreyana*); Monterey cypress (*Cupressus macrocarpa*); any tree located within the Central Commercial (CC) Zone or Open Space (OS) Overlay Zone, public rights-of-way, or City-owned property, provided it meets size criteria (single trunk equal to or less than 20 inches circumference or multi-trunk equal to or less than 30 inches, measured 2 feet above ground); and trees planted as mitigation for prior removals. Removal or substantial alteration of a protected tree requires a Tree Removal Permit, typically supported by an assessment from a Certified Arborist, unless the tree qualifies for

specific exemptions. The ordinance reflects the City's commitment to ecological integrity, scenic character, and public safety through responsible tree stewardship protection, management, and regulated removal of significant tree species.

- **Chapter 30.29 – Floodway Zone (FW):** This zone preserves areas subject to floodwaters, reduces reliance on engineered flood control, and protects public health, safety, and property. It restricts development within designated floodways, including portions of the San Dieguito Lagoon, to maintain natural hydrology and minimize flood risk.

- **Chapter 30.30 – Public Parkland Zone (PP):** This zone designates publicly owned lands for use as parks or open space preserves, such as Crest Canyon Open Space. It ensures these areas are maintained for public recreation and ecological value, limiting incompatible development.

- **Chapter 30.31 – Public Facilities Zone (PF):** This zone is designed for publicly owned land set aside, or in use, to support public schools and governmental offices and facilities.

- **Chapter 30.50-51 – Beach Overlay Zone and Setback Seawall Permits:** The Beach Overlay Zone was established to regulate the uses of the Del Mar beach area, so as to protect public access to and along the shoreline, while promoting public safety, health and welfare, and providing for the protection of private property, pursuant to the City's Beach Preservation Initiative Ordinance. No development is allowed west of the Shoreline Protection Area line except for authorized protective structures, which are structures that are necessary to protect existing structures and/or public beaches from erosion and minimize risks to life and property from flood hazards, such as seawalls, riprap, and lifeguard facilities. The Setback Seawall Permit Ordinance regulates beach uses to the east of the Shoreline Protection Area line. This ordinance encourages seawalls and other types of protective devices, when needed, to be constructed landward (east) of the Shoreline Protection Area line.

- **Chapter 30.52 – Bluff, Slope, and Canyon Overlay Zone (BSC-OZ):** This overlay zone regulates development on bluffs, steep slopes, and canyon areas to prevent erosion, sedimentation, and habitat loss. It requires that projects incorporate measures to stabilize slopes using native vegetation and avoid adverse impacts to downstream resources.

- **Chapter 30.53 – Lagoon Overlay Zone:** This overlay zone provides additional protections for the biological resources of the San Dieguito Lagoon, including both wetland and sensitive upland habitats. It restricts activities that could degrade these resources and requires compliance with best management practices for habitat preservation.

- **Chapter 30.55 – Coastal Bluff Overlay Zone:** This overlay zone protects Del Mar's fragile coastal bluffs as a visual resource and avoid the risks to life and property associated with bluff failure and shoreline erosion. It restricts grading and construction activities within 40 feet of the top edge of a coastal bluff and requires geotechnical analysis for projects involving new construction on properties containing coastal bluffs.

- **Chapter 30.58 – Historic Preservation Overlay Zone (HP-OZ):** This overlay zone safeguards the architectural and historic integrity of properties deemed historically significant within the City limits. It regulates permitted uses and any construction/renovation projects on the parcels within the overlay zone and requires the changes to the property are similar to the landmark's historical period.

- **Chapter 30.60 – Open Space Overlay Zone (OS-OZ):** This overlay zone ensures the long-term preservation of open space areas, scenic vistas, and unique natural features, including the San Dieguito Lagoon, Crest Canyon Open Space, and adjacent bluffs and slopes. It limits development to uses compatible with open space conservation and ecological protection.

All CIP projects within areas protected by the DMMC must be designed and implemented in accordance with the protections and permitted uses specified in the applicable sections of the DMMC.

Standard City Construction Noise Abatement Measures

The following standard abatement measures would reduce noise emissions during construction of the CIP projects, and therefore should be incorporated, to the extent possible, into future CIP projects:

- Construction activities shall only occur during allowed Monday through Friday between 7:00 a.m. and 7:00 p.m., and Saturday between 9:00 a.m. and 7:00 p.m. (DMMC §§ 9.20.050.B-C).

- No construction activities shall be conducted on Sundays or City holidays (DMMC § 9.20.050.A).

- Construction equipment, whether fixed or mobile, shall be equipped with properly operating and maintained mufflers pursuant to State requirements for noise attenuation devices.

- Construction equipment shall be maintained in accordance with manufacturer's recommendations during active construction activities.

- Construction equipment shall be placed such that noise is directed away from the nearest noise-sensitive land use (i.e., residences, schools, libraries, churches), as feasible.

- Construction equipment is encouraged to be shut off when not in use; equipment is prohibited from idling for more than 3 minutes.

- Distance between construction staging areas and noise-sensitive land uses should be maximized to the extent practicable.

- Electric-powered tools are encouraged.

- Properties owners and tenants adjacent to construction activities shall be notified in writing regarding project construction schedules at least 72 hours before the start of construction. A contact name and phone number to submit noise complaints 24 hours a day should be provided in the notice.

- An advance notice of construction activities shall be placed in a conspicuous, easily viewable place at the site for public viewing at least 72 hours before the start of construction.

Standard City Traffic Control Measures

To reduce potential traffic-related safety hazards, a traffic control plan would be prepared and implemented for roadways and intersections that would be affected by the construction of a CIP project. The construction contractor would prepare a traffic control plan for roadways and intersections affected by the proposed improvements for approval by the City Engineer. The traffic control plan is encouraged to include, but not be limited to, the following elements based on local site and roadway conditions:

- Provide street layout showing location of construction activity and surrounding streets to be used as detour routes, including "special signage." Post a minimum 72-hour advance warning of construction activities within affected roadways to allow motorists to select alternative routes.

- Restrict delivery of construction materials to non-peak travel periods (9:00 a.m. to 3:00 p.m.) or as appropriate. Weekend and nighttime work shifts shall be allowed in non-residential areas only.

- Maintain the maximum travel-lane capacity during non-construction periods, and provide flagger-control as needed at construction sites to manage traffic control and flows.

- Limit the construction work zone in each block to a width that, at a minimum, maintains alternate one-way traffic flow past the construction zone.

- Maintain access for driveways and private roads, except for brief periods of construction, in which case property owners shall be notified.

- Require temporary steel-plate trench crossings, as needed, to maintain reasonable access to homes, businesses, and streets. When required by the City Engineer, maintain the existing lane configuration during non-working hours by covering the trench with steel plates or by using temporary backfill.

- Require appropriate warning signage and safety lighting for construction zones.

- Access for emergency vehicles shall be maintained at all times. Police, fire, and emergency services shall be notified of the timing, location, and duration of construction activities that could hinder and/or delay emergency access through the construction period.

- Coordinate with the North County Transit District to plan, as needed, for the temporary relocation of bus stops and/or detour of transit routes on affected storm water drainage alignments.

- Identify detours, where available, for bicyclists and pedestrians in areas potentially affected by project construction.

- Provide adequate off-street parking locations for workers' vehicles and construction equipment in those areas where on-street parking availability is insufficient.

- Repair and restore the roadway right-of-way to its original condition or better upon completion of work.

2.4.4. Activities Not Covered under this PEIR

This section discusses the CIP projects not covered under this PEIR. The CIP projects not covered by this PEIR will be required to comply with CEQA independent of this PEIR. Certain projects may be determined to be statutorily exempt from CEQA, while other projects may require preparation of subsequent CEQA documents.

Ministerial Projects

Ministerial projects refer to actions performed by government officials that are routine, follow established procedures, and require no judgment or discretion. Ministerial projects are those activities which have no discretionary provisions contained in a federal, state, or local law, regulation, or ordinance establishing the requirements for the permit, license, or other entitlement for use. Such activities are often dictated by law or policy and involve implementing operational procedures. Example of ministerial projects/activities conducted by the City include issuance of construction permits and business licenses, and approval of individual utility service connections and disconnections (CEQA Guidelines Section 15268[b]).

Pursuant to CEQA Guidelines Sections 15260 and 15268(a), ministerial projects are statutorily exempt from the requirements of CEQA. Accordingly, any ministerial activities related to the CIP or individual CIP projects are not analyzed in this PEIR.

Other Projects Statutorily Exempt from CEQA Review

In addition to ministerial projects, other projects are exempt from CEQA review. Such projects include those that are statutorily exempt from CEQA pursuant to CEQA Guidelines Sections 15260 through 15285. Statutory exemptions that are potentially applicable to the CIP include:

- **Emergency Projects** (CEQA Guidelines Section 15269) include, for example:
    - Projects to maintain, repair, restore, demolish, or replace property or facilities damaged or destroyed as a result of a disaster in a disaster-stricken area in which a state of emergency has been proclaimed by the Governor pursuant to the California Emergency Services Act;
    - Emergency repairs to publicly or privately owned service facilities necessary to maintain service essential to the public health, safety, or welfare; and
    - Specific actions necessary to prevent or mitigate an emergency, not including long-term projects undertaken for the purpose of preventing or mitigating a situation that has a low probability of occurrence in the short-term.

- **Other Statutory Exemptions** (CEQA Guidelines Section 15282) include, for example:
  - Restriping streets or highways to relieve traffic congestion as set forth in Section 21080.19 of the Public Resources Code;
  - Installation of new pipeline or maintenance, repair, restoration, removal, or demolition of an existing pipeline as set forth in Section 21080.21 of the Public Resources Code, if the project would be located within a public street, highway, or other public right-of-way; would not exceed one mile in length; and would not increase the service area or capacity; and
  - Minor alterations to utilities made for the purposes of complying with Sections 116410 and 116415 of the Health and Safety Code (which require public water systems with 10,000 or more service connections and naturally low fluoride levels to fluoridate the water supply) as set forth in Section 21080.26 of the Public Resources Code.

2.5. Required Approvals

The City of Del Mar is the lead agency for the project, as it is the agency with primary authority over the proposed CIP's discretionary approvals. As the lead agency, the City will be responsible for certification of the Final PEIR, as well as adoption of the associated Mitigation Monitoring and Reporting Program.

TABLE 2-2 FY 2026-2027 WORK PLAN CIP PROJECTS

Tier Level[1]	Project Category	CIP Project Name	Project Description
1	Water	Annual Water System Priority Improvements	Water system repairs and improvements.
1	Water	Annual Water Valve Replacement Project	Replace broken water valves as identified in maintenance program.
1	Wastewater	Annual Wastewater System Priority Improvements	Wastewater system repairs and improvements.
1	Storm Water	Annual Storm Drain System Priority Improvement	Replacement of storm drain facilities that have surpassed their useful life.
1	Streets	Annual Bike Route Repairs	Repairing of bike lanes on major arterials, including Camino del Mar, Jimmy Durante Boulevard, Via de la Valle, and Carmel Valley Road.
1	Streets	Annual Pavement Management Program	Perform roadway repairs to major arterials and residential streets as identified in the annual pavement program.
1	Streets	Annual Small Area Pavement Repairs	Citywide small area asphalt paving/repairs.
1	Facilities	Annual Major Facility Repairs	Essential building (e.g., City Hall, Library, Public Works, Community Services, etc.) repairs, including exterior, doors/windows, electrical, plumbing, HVAC, and fire and security systems.
1	UP	Utility Undergrounding District 1B (Stratford North)	Undergrounding of aboveground dry utilities into joint trench and underground service laterals.
1	UP	Utility Undergrounding District 25th Street (20A)	Undergrounding of aboveground dry utilities into joint trench and underground service laterals.
1	UP	Utility Undergrounding District 2 (Beach Colony)	Undergrounding of aboveground dry utilities into joint trench and underground service laterals.
2	Storm Water	Coast Boulevard Stormwater Analysis and Infrastructure Alternatives Study	Improvements to storm water drainage in the Coast Boulevard area from 17th Street to 22nd Street, which has historically been subject to heavy flooding.
3	Open Space	Major Arterial Median Improvements	Installation of drought tolerant landscaping and irrigation efficiency enhancements along major arterial median segments, currently planned for four locations as Phase I of project, including along Camino del Mar from 15th Street to San Dieguito River Bridge; at the Jimmy Durante Boulvard/Via de la Valle Triangle; along the Jimmy Durante Boulvard Roundabout to the Camino del Mar Merge; and along Camino del Mar from 4th Street to 9th Street.
3	Facilities	Public Works Facility Improvements	Replacement of antiquated facilities within new office modular building, locker building, warehouse, workshop, wash rack, and equipment enclosure.

Source: City of Del Mar 2026

1 Tier 1 = Essential Services (State Mandated/Legally or Contractually Required)
Tier 2 = Important Items that Support City Operations/Values (Not Mandated/Legally Required)
Tier 3 = Non-Essential Work Plan Items That Could be Deferred or Eliminated (Not Required)



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Legend

- Project Site
- **Undergrounding Program Districts Boundaries**
  - Fairgrounds
  - Tewa Court
  - UUD 1A
  - UUD X1A
  - UUD 1B
  - UUD 2
  - UUD 3
  - UUD 4
  - UUD 5

Michael Baker INTERNATIONAL

0 0.25 0.5 Miles

Source: Esri, ArcGIS Online, City of Del Mar, San Diego County

CITY OF DEL MAR CIP STREAMLINING PROJECT
PROGRAM ENVIRONMENTAL IMPACT REPORT

Undergrounding Program Districts

Figure 2-3a

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Legend

- Water Line
- Project Site

0 0.25 0.5 Miles

Source: Esri, ArcGIS Online, City of Del Mar, San Diego County

Michael Baker INTERNATIONAL

CITY OF DEL MAR CIP STREAMLINING PROJECT
PROGRAM ENVIRONMENTAL IMPACT REPORT

Existing Water Infrastructure

Figure 2-3b

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Legend

- Wastewater Line
- Project Site

Michael Baker INTERNATIONAL

0 0.25 0.5 Miles

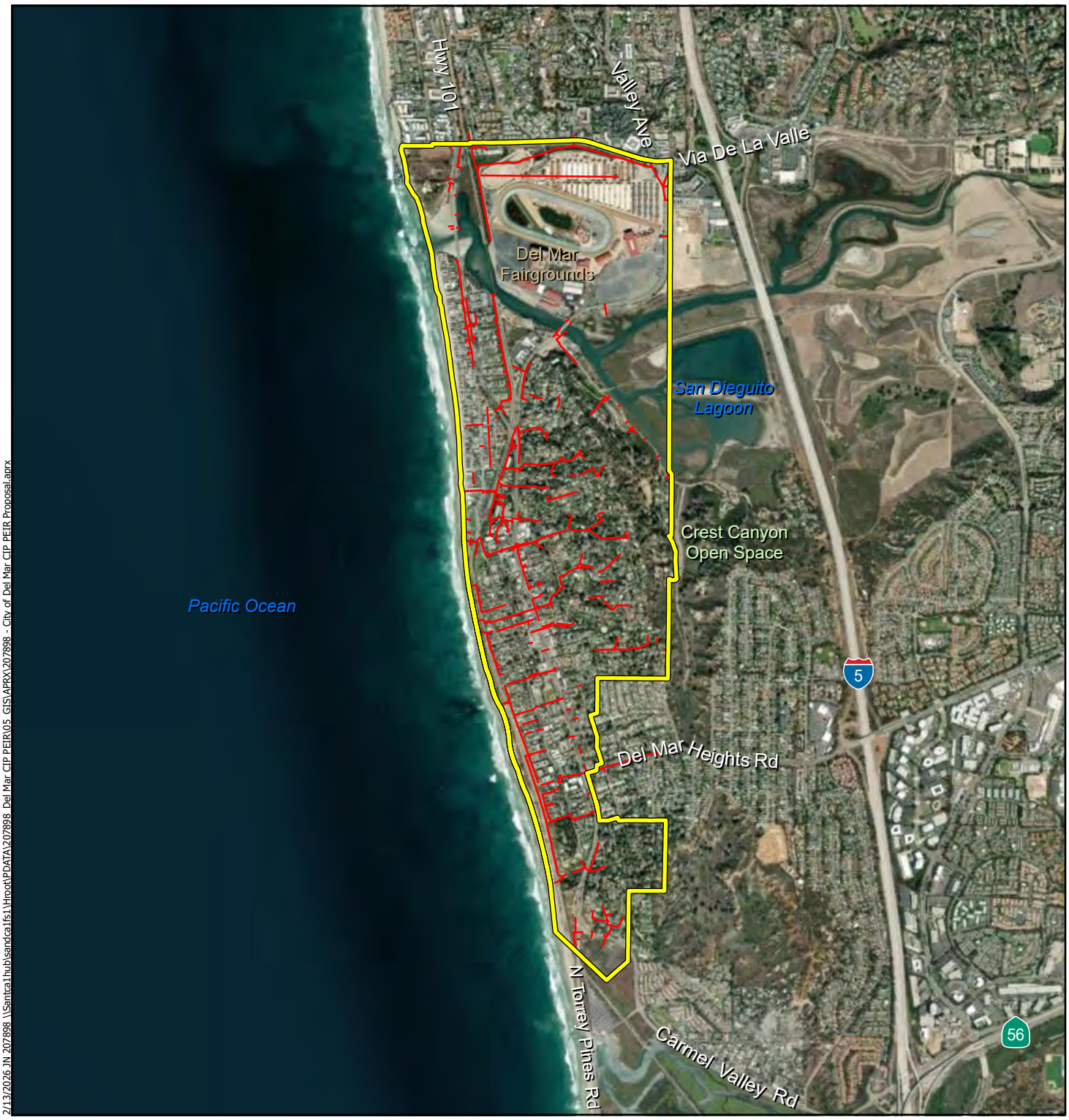
Source: Esri, ArcGIS Online, City of Del Mar, San Diego County

CITY OF DEL MAR CIP STREAMLINING PROJECT
PROGRAM ENVIRONMENTAL IMPACT REPORT

Existing Wastewater Infrastructure

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Legend

- Storm Water Line
- Project Site

0 0.25 0.5 Miles

Source: Esri, ArcGIS Online, City of Del Mar, San Diego County

Michael Baker INTERNATIONAL

CITY OF DEL MAR CIP STREAMLINING PROJECT
PROGRAM ENVIRONMENTAL IMPACT REPORT

Existing Storm Water Infrastructure

Figure 2-3d

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Legend

- Roads
- Bikeways
- Project Site

0 0.25 0.5 Miles

Source: Esri, ArcGIS Online, City of Del Mar, San Diego County

CITY OF DEL MAR CIP STREAMLINING PROJECT
PROGRAM ENVIRONMENTAL IMPACT REPORT

Existing Streets Infrastructure

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Legend

- Project Site
- Lifeguard Towers
- Municipal Facilities
- Restrooms
- Bridges

0 0.25 0.5 Miles

Source: Esri, ArcGIS Online, City of Del Mar, San Diego County

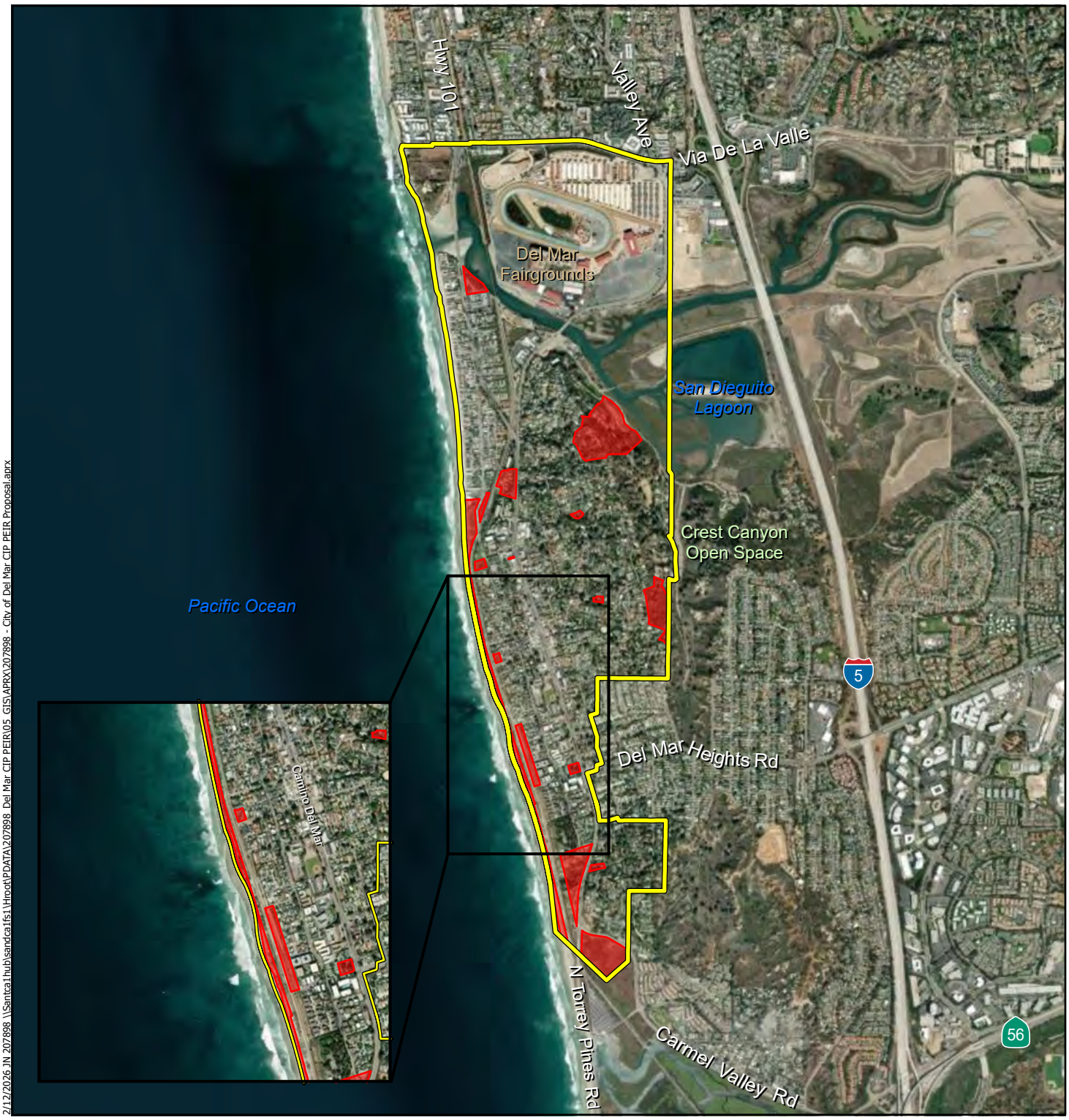
Michael Baker INTERNATIONAL

CITY OF DEL MAR CIP STREAMLINING PROJECT
PROGRAM ENVIRONMENTAL IMPACT REPORT

Existing Municipal Facilities

Figure 2-3f

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Legend

- Project Site
- Open Space

0 0.25 0.5 Miles

Source: Esri, ArcGIS Online, City of Del Mar, San Diego County

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CITY OF DEL MAR CIP STREAMLINING PROJECT
PROGRAM ENVIRONMENTAL IMPACT REPORT

Existing Open Space

Figure 2-3g

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Legend

District 2 Limits

CITY OF DEL MAR CIP STREAMLINING PROJECT
PROGRAM ENVIRONMENTAL IMPACT REPORT

Michael Baker INTERNATIONAL

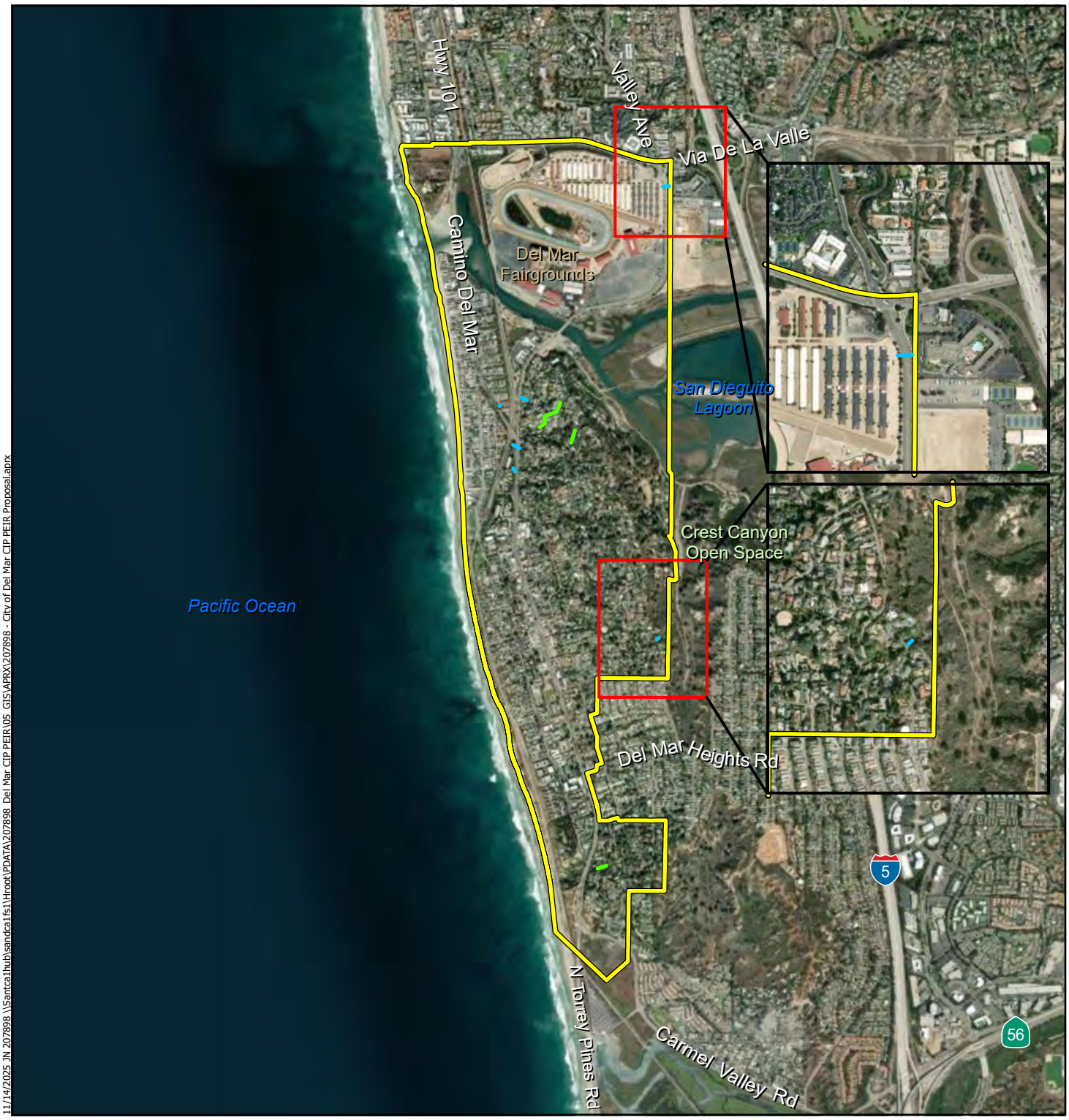
0 300 600 US Feet

Source: Esri, ArcGIS Online, City of Del Mar, San Diego County

Utilities Undergrounding District 2 Project Site

Figure 2-4

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Legend

- Sewer Locations
- Storm Drain Locations
- Project Site

CITY OF DEL MAR CIP STREAMLINING PROJECT
PROGRAM ENVIRONMENTAL IMPACT REPORT

Storm Water and Sewer Infrastructure Improvement Project Site

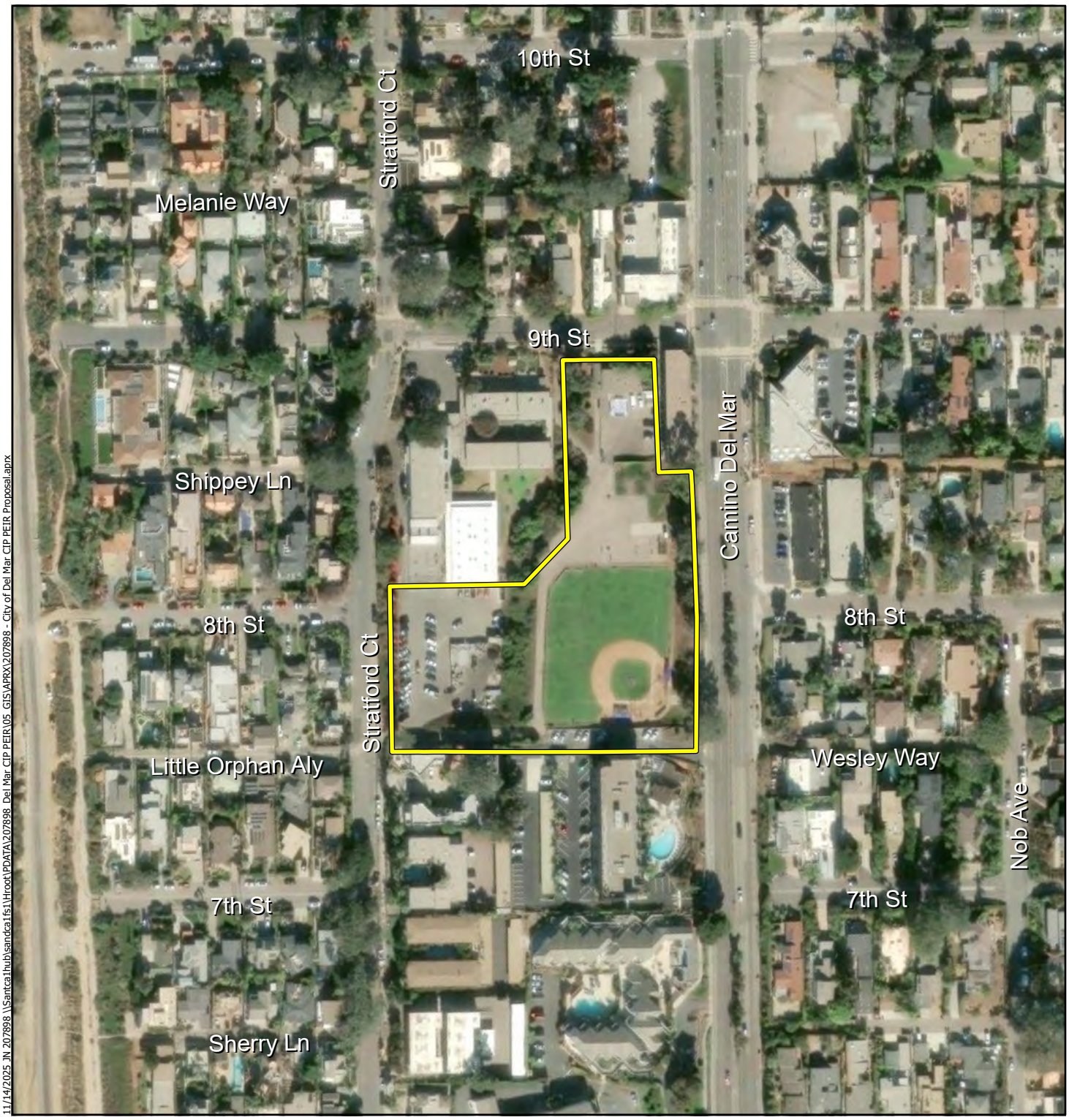
Michael Baker INTERNATIONAL

0 0.25 0.5 Miles

Source: Esri, ArcGIS Online, City of Del Mar, San Diego County

Figure 2-5

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Legend

Project Site

Michael Baker INTERNATIONAL

0 100 200 US Feet

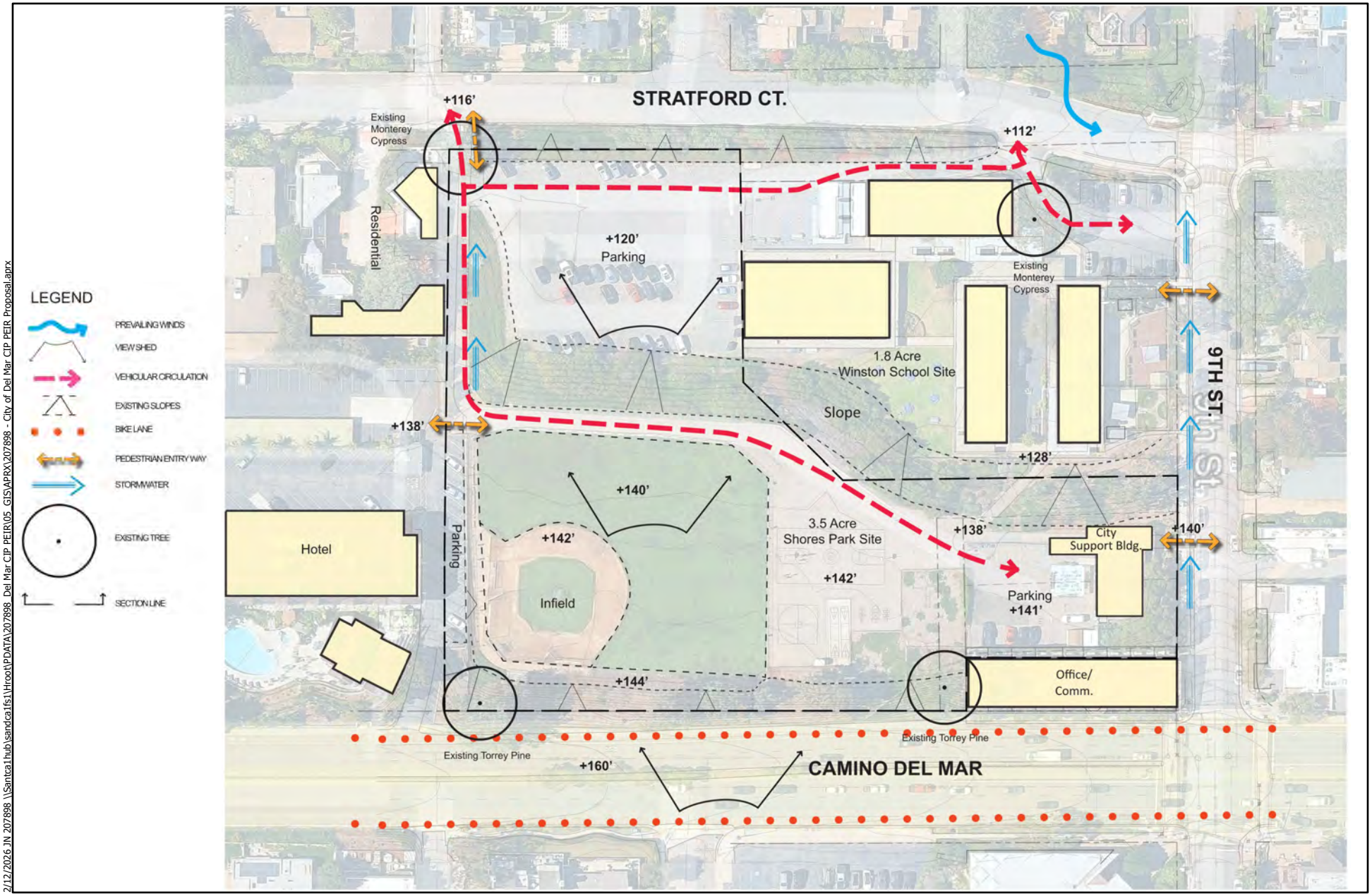
Source: Esri, ArcGIS Online, City of Del Mar, San Diego County

CITY OF DEL MAR CIP STREAMLINING PROJECT
PROGRAM ENVIRONMENTAL IMPACT REPORT

Shores Park Improvements Project Site

Figure 2-6

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CITY OF DEL MAR CIP STREAMLINING PROJECT
PROGRAM ENVIRONMENTAL IMPACT REPORT

Shores Park Improvements Project
Conceptual Site Plan

Michael Baker INTERNATIONAL

NOT TO SCALE

Source: Schmidt Design Group, Inc.

Figure 2-7

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3.0 ENVIRONMENTAL ANALYSIS

This Program Environmental Impact Report (PEIR) analyzes those environmental issue areas as stated in the Notice of Preparation (NOP) for which a potentially significant impact may occur (Appendix A, Notice of Preparation / Public Comments Received).

Section Content and Definition of Terms

The PEIR examines the following environmental factors outlined in the California Environmental Quality Act (CEQA) Guidelines Appendix G Environmental Checklist Form, as follows:

- Air Quality
- Biological Resources
- Cultural Resources
- Geology and Soils
- Greenhouse Gas Emissions
- Noise and Vibration
- Tribal Cultural Resources

The following environmental issue areas are addressed in Chapter 4.0, Effects Not Found to Be Significant:

- Aesthetics
- Agriculture and Forestry Resources
- Energy
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Mineral Resources
- Population and Housing
- Recreation
- Transportation
- Utilities and Service Systems
- Wildfire

Each potentially significant environmental issue is addressed in a separate section of the PEIR (Section 3.1 through Section 3.7) and is organized into the following general subsections:

- **Environmental Setting** describes the physical conditions that exist at the time of PEIR preparation and that may influence or affect the environmental issue under investigation.

- **Regulatory Framework** describes the pertinent policy, standards, and codes that exist at the time of PEIR preparation and that may influence or affect the regulatory environment of the proposed project.

- **Significance Thresholds and Methodology** identifies the thresholds used in the analysis to determine whether a significant impact would occur, and describes the specific methodologies applied in conducting the analysis.

- **Impact Analysis and Mitigation Measures** applies the thresholds that are the basis of conclusions of significance, which are primarily the criteria identified in the CEQA Guidelines Appendix G Environmental Checklist. Mitigation measures are identified, as appropriate, for those impacts determined to be significant.

Impact Analysis

The level of significance identifies the degree or severity of an impact with implementation of the proposed project. Project impacts are the potential environmental changes to the existing physical conditions that may occur if the proposed project is implemented. Impacts are classified as potentially significant impact, less than significant impact with mitigation incorporated, less than significant impact, or no impact.

Major sources used in crafting significance criteria include the CEQA Appendix G Guidelines; local, state, federal, or other standards applicable to an impact category; and officially established significance thresholds. “An ironclad definition of significant effect is not possible because the significance of any activity may vary with the setting” (CEQA Guidelines Section 15064[b][1]). Principally, “a substantial, or potentially substantial, adverse change in any of the physical conditions within an area affected by the project, including land, air, water, flora, fauna, ambient noise, and objects of historic and aesthetic significance” constitutes a significant impact (CEQA Guidelines Section 15382).

Evidence, based on factual and scientific data, is presented to show the cause-and-effect relationship between the proposed project and the potential changes in the environment. The exact magnitude, duration, extent, frequency, range, or other parameters of a potential impact are ascertained, to the extent possible, to determine whether impacts may be significant when compared to the presented criteria. Potential direct and reasonably foreseeable indirect, construction-related (short-term), and operational and maintenance (long-term) effects are considered. Each section also addresses cumulative impacts (described further below) and identifies any significant and unavoidable impacts.

Mitigation Measures

Mitigation measures are those project-specific measures that would be required of the proposed project to avoid a significant adverse impact; minimize a significant adverse impact; rectify a significant adverse impact by restoration; reduce or eliminate a significant adverse impact over time by preservation and maintenance operations; or compensate for the impact by replacing or providing substitute resources or environment. Mitigation measures are identified in Section 3.1 through Section 3.7, where necessary, to address a potentially significant impact.

Where significant impacts cannot be feasibly mitigated to less than significant levels, they would be considered significant and unavoidable impacts. To approve a project with significant and unavoidable impacts, the lead agency must adopt a Statement of Overriding Considerations. In adopting such a

statement, the lead agency is required to balance the benefits of a project against its unavoidable environmental impacts in determining whether to approve the project. If the benefits of a project are found to outweigh the unavoidable adverse environmental effects, the adverse effects may be considered "acceptable" and the project approved (CEQA Guidelines Section 15093[a]).

Cumulative Impact Evaluation

Cumulative impacts are defined in the CEQA Guidelines (Section 15355) as "two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts." A cumulative impact occurs from a "change in the environment which results from the incremental impact of the project when added to other closely related past, present, and reasonably foreseeable probable future projects. Cumulative impacts can result from individually minor, but collectively significant, projects taking place over a period of time." Consistent with CEQA Guidelines Section 15130(a), the discussion in this PEIR focuses on the identification of significant cumulative impacts and, where present, the extent to which the proposed project would constitute a considerable contribution to the cumulative impact. CEQA Guidelines Section 15130(b) states the following:

> *The discussion of cumulative impacts shall reflect the severity of the impacts and their likelihood of occurrence, but the discussion need not provide as great of detail as is provided for the effects attributable to the project alone. The discussion should be guided by the standards of practicality and reasonableness and should focus on the cumulative impact to which the identified other projects contribute rather than the attributes of other projects which do not contribute to the cumulative impact.*

Cumulative Impact Methodology

To identify the projects to be analyzed in the evaluation of cumulative impacts, CEQA Guidelines Section 15130(b) requires that a PEIR employ one of the following:

- **List Approach** – Entails listing past, present, and probable future projects producing related or cumulative impacts, including, if necessary, those projects outside of the control of the agency; or,

- **Projection Approach** – Uses a summary of projections contained in an adopted general plan or related planning document, or in a prior environmental document that has been adopted or certified, which described or evaluated regional or area-wide conditions contributing to the cumulative impact.

The approach and geographic scope of the cumulative impact evaluation vary depending on the environmental topic area being analyzed. The individual cumulative impacts discussion in the section addressing each environmental topic presents impacts and mitigation measures for the proposed project. Each impact begins with a summary of the approach and the geographic area relevant to that environmental topic area. For most environmental topic areas, the list approach is used.

Past projects include those land uses that have been previously constructed and comprise the existing environment. Present projects include those projects recently approved or under construction. Probable future projects are those that are reasonably foreseeable, such as those for which an application was on file and being processed with a lead agency at the time when the NOP was published. The cumulative projects listed in Table 3-1, Cumulative Projects, have been determined to be reasonably foreseeable by the City of Del Mar. These projects are considered in the cumulative impact analysis in each section of this PEIR, as appropriate. Refer to Figure 3-1, Cumulative Project Locations, for the location of each cumulative project.

CEQA does not require updating the cumulative project list following release of the NOP. However, the City has made a good faith effort to update cumulative project data, as appropriate, prior to release of the Draft PEIR for public review.

TABLE 3-1 CUMULATIVE PROJECTS

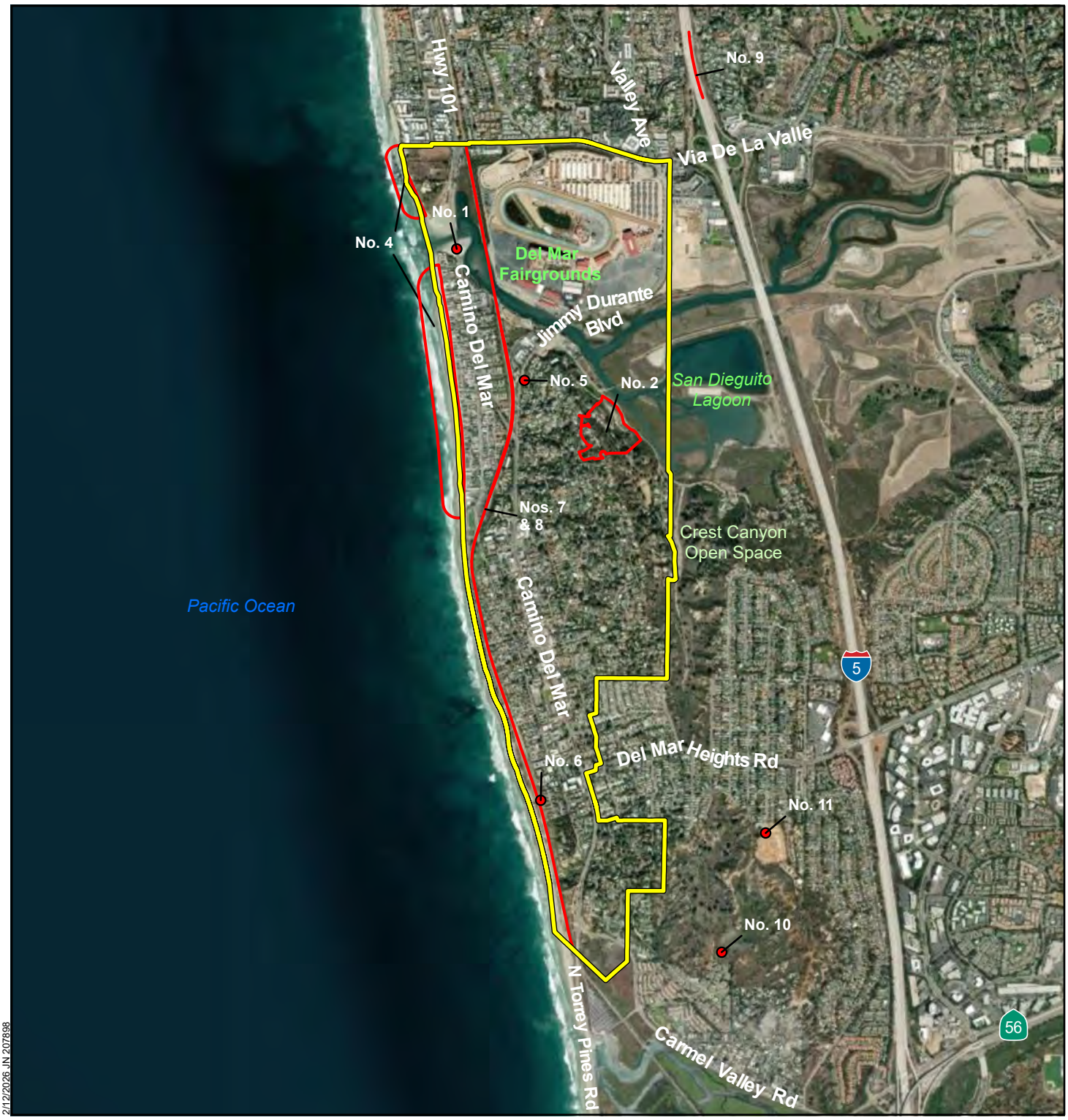
No.[1]	Project Name	Lead Agency	Location[1]	Description
1	Camino del Mar Bridge Replacement Project	City of Del Mar	Camino del Mar Bridge over San Dieguito Lagoon	Replacement of existing Camino del Mar bridge
2	La Atalaya Project	City of Del Mar	Between Zapo and Gatun Streets, and Serpentine and San Dieguito Drive	Lot line adjustment of 8 lots to better accommodate environmental constraints and land use regulations
3	Water, Wastewater, Pavement, and Storm Drain Project	City of Del Mar	Various locations citywide[2]	Repair, maintenance, and minor alteration of existing water and sewer pipelines and pavement repairs
4	Sand Compatibility and Opportunistic Use Program	City of Del Mar	Within the bed, channel, and bank of the San Dieguito River, west of railroad track	Excavation and/or dredging of accumulated material from San Dieguito River
5	Jimmy Durante Blvd Bluff Stabilization Project	City of Del Mar	Bluff along to Jimmy Durante Boulevard	Extension of existing retaining wall by approximately 45 feet south
6	Del Mar Bluffs Emergency Repair at MP 245.4	San Diego Association of Governments	Del Mar Bluffs area on Torrey Pines States Beach	Bluff repair work to secure track bed in existing alignment
7	San Diego LOSSAN Rail Re-alignment Project	San Diego Association of Governments	Within LOSSAN rail corridor within Del Mar and San Diego	Addition of second rail track
8	LOSSAN Rail Realignment Project – Geological Investigation	San Diego Association of Governments	Within LOSSAN rail corridor within Del Mar and San Diego	Geotechnical borings in approximately 34 locations and 5 geophysical survey lines

TABLE 3-1, CONTINUED

No.[1]	Project Name	Lead Agency	Location[1]	Description
9	I-5 Culvert Repair Project	California Department of Transportation, District 11	Within I-5 right-of-way between Post Mile 36.48 and Post Mile 36.72	Maintenance work to clean and repair multiple culverts along I-5
10	Margaret Fleming Trail Repair and Reopen Project	California Department of Parks and Recreation	Torrey Pines State Natural Reserve	Repair work to lower section of trail to improve water flow
11	Del Mar Heights School Rebuild Project	Del Mar Union School District	Del Mar Heights School at 13555 Boquita Drive	Demolition of existing structures and construction of new school buildings
12	Riverpath Del Mar Phase 3	City of Del Mar	Along San Dieguito Drive on the lagoon side between Grand Avenue Bridge and Crest Canyon	Extension of Riverpath Del Mar from Grand Avenue Bridge to Crest Canyon
13	Utility Undergrounding District X1A (Crest Canyon)	City of Del Mar	Crest Canyon area in Del Mar	Undergrounding of above ground dry utilities into joint trench and underground service laterals
14	San Dieguito Drive Improvements	City of Del Mar	Along San Dieguito Drive between Racetrack View Drive and Oribia Road	Improvements to San Dieguito Drive roadway between Racetrack View Drive and Oribia Road

Source: LCI 2025.
LOSSAN = Los Angeles – San Diego – San Luis Obispo; MP = Mile Post
Note:
1 Refer to Figure 3-1, Cumulative Project Locations, for location of cumulative projects.
2 Not shown on Figure 3-1, Cumulative Project Locations.

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2/12/2026 JN 207898

Legend

Cumulative Project Location - refer to Table 3.0-1 for cumulative project information

Project Site

Michael Baker INTERNATIONAL

0 0.25 0.5 Miles

Source: Esri, ArcGIS Online, City of Del Mar, San Diego County

CITY OF DEL MAR CIP STREAMLINING PROJECT
PROGRAM ENVIRONMENTAL IMPACT REPORT

Cumulative Project Locations

Figure 3-1

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3.1. Air Quality

This section discusses the environmental setting, existing conditions, regulatory context, and potential impacts of the proposed project in relation to air quality. Air quality impacts were assessed in accordance with methodologies recommended by the California Air Resources Board (CARB) and the San Diego Air Pollution Control District (SDAPCD).

This section is based on technical data from the following:

- *Air Quality/Greenhouse Gas Emissions Data,* prepared by Michael Baker International (Appendix D)

The following table provides a summary of impacts and significance findings, based on the analysis provided in Section 3.1.4, Project Impacts and Mitigation Measures. No significant and unavoidable impacts were identified.

SUMMARY BY CIP PROJECT CATEGORY OF IMPACTS BY CIP CATEGORY – AIR QUALITY

Impact	UP	Water	Wastewater	Storm Water	Streets	Facilities	Open Space
Impact 3.1-1: Conflict with air quality plan	LTS	LTS	LTS	LTS	LTS	LTS	LTS
Impact 3.1-2: Cumulatively considerable net increase of criteria pollutant	LTS	LTS	LTS	LTS	LTS	LTS	LTS
Impact 3.1-3: Expose sensitive receptors to substantial pollutant concentrations	LTS	LTS	LTS	LTS	LTS	LTS	LTS
Impact 3.1-4: Other emissions such as objectionable odors	LTS	LTS	LTS	LTS	LTS	LTS	LTS
Impact 3.1-5: Project's contribution to cumulative air quality impacts	NCC	NCC	NCC	NCC	NCC	NCC	NCC

Notes: LTS = Less than Significant; NCC = Not Cumulatively Considerable

3.1.1. Environmental Setting

Air quality and dispersion of air pollution in an area is determined by such natural factors as topography, meteorology, and climate, coupled with atmospheric stability. The factors affecting the dispersion of air pollution with respect to the air basin are discussed below.

Topography

The project site (City of Del Mar) is located within the San Diego Air Basin (SDAB), a 4,260-square-mile area bounded by the Pacific Ocean to the west and high mountain ranges and desert to the east. The SDAB includes all of San Diego County with population and emissions concentrated mainly in the western portion of the County. Topography of the SDAB is highly varied, composed of coastal plains and lagoons, flatlands and mesas, broad valleys, canyons, foothills, mountains, and deserts.

Primary factors that influence air quality are the locations of air pollutant sources and the amount of pollutants emitted; however, meteorological and topographical conditions are also important. Factors such as wind speed and direction, air temperature, gradients and sunlight, and precipitation and humidity interact with physical landscape features to determine the movement and dispersion of air pollutants.

Meteorology and Climate

The general region lies within a high-pressure zone of the eastern Pacific Ocean. As a result, the climate of the SDAB is classified as Mediterranean, with warm, dry summers and mild winters. The area experiences an average of 201 days above 70 degrees Fahrenheit and 9 to 13 inches of rainfall annually. During the fall season, the region experiences dry, warm easterly winds, locally referred to as the Santa Ana winds, which raise temperature and lower humidity. The SDAB experiences frequent temperature inversions. Subsidence inversions occur during the warmer months as descending air associated with the Pacific High-Pressure Zone meets cool marine air. The boundary between the two layers of air creates a temperature inversion that traps pollutants. Another type of inversion, a radiation inversion, develops on winter nights when air near the ground cools by heat radiation and air that is aloft remains warm. The shallow inversion layer formed between these two air masses also can trap pollutants. As the pollutants become more concentrated in the atmosphere, photochemical reactions occur that produce ozone (O_3), commonly known as smog.

Light daytime winds, predominantly from the west, further aggravate the condition by driving air pollutants inland toward the mountains. During the fall and winter, air quality problems are created due to carbon monoxide (CO) and oxides of nitrogen (NO_x) emissions. Concentrations of CO are generally higher in the morning and late evening. In the morning, CO levels are elevated due to cold temperatures and a larger number of motor vehicles traveling (i.e., commuting to work). Higher CO levels during the late evenings are a result of stagnant atmospheric conditions trapping CO in the area. Since CO is produced almost entirely from automobiles, the highest CO concentrations in the SDAB are associated with heavy traffic. Nitrogen dioxide (NO_2) levels are also generally higher during fall and winter days.

Under certain conditions, atmospheric oscillation results in the offshore transport of air from the Los Angeles region to San Diego County. This often produces high O_3 concentrations, as measured at air pollutant monitoring stations within the County. The transport of air pollutants from Los Angeles to San Diego County has also occurred within the stable layer of the elevated subsidence inversion, where high levels of O_3 are transported.

Sensitive Receptors

Sensitive receptors are more susceptible to the effects of air pollution than the general population. Sensitive populations (sensitive receptors) in proximity to localized sources of toxics and CO are of concern. Land uses considered sensitive receptors include residences, schools, playgrounds, childcare centers, long-term health care facilities, rehabilitation centers, convalescent centers, and retirement homes.

The exact location of the project's construction activities are currently unknown and future projects undertaken with implementation of the CIP would occur throughout the City. The City is largely built out,

predominantly with single-dwelling unit and multi-dwelling unit residences and commercial uses, with relatively limited developable, vacant land area remaining. Sensitive receptors are located throughout the project area.

Air Pollutants of Concern

Carbon Monoxide. CO is an odorless, colorless toxic gas that is emitted by mobile and stationary sources as a result of the incomplete combustion of hydrocarbons or other carbon-based fuels. In cities, automobile exhaust can cause as much as 95 percent of all CO emissions.

CO replaces oxygen in the body's red blood cells. Individuals with a deficient blood supply to the heart, patients with diseases involving heart and blood vessels, fetuses (unborn babies), and patients with chronic hypoxemia (oxygen deficiency) as seen in high altitudes are most susceptible to the adverse effects of CO exposure. People with heart disease are also more susceptible to developing chest pain when exposed to low levels of carbon monoxide.

Ozone. O_3 occurs in two layers of the atmosphere. The layer surrounding the earth's surface is the troposphere. The troposphere extends approximately 10 miles above ground level, where it meets the second layer, the stratosphere. The stratospheric (the "good" O_3 layer) extends upward from approximately 10 to 30 miles and protects life on earth from the sun's harmful ultraviolet rays. "Bad" O_3 is a photochemical pollutant and needs volatile organic compounds (VOCs), NO_X, and sunlight to form; therefore, VOCs and NO_X are O_3 precursors. To reduce O_3 concentrations, it is necessary to control the emissions of these O_3 precursors. Significant O_3 formation generally requires an adequate number of precursors in the atmosphere and a period of several hours in a stable atmosphere with strong sunlight. High O_3 concentrations can form over large regions when emissions from motor vehicles and stationary sources are carried hundreds of miles from their origins.

While O_3 in the upper atmosphere (stratosphere) protects the earth from harmful ultraviolet radiation, high concentrations of ground-level O_3 (in the troposphere) can adversely affect the human respiratory system and other tissues. O_3 is a strong irritant that can constrict the airways, forcing the respiratory system to work hard to deliver oxygen. Individuals exercising outdoors, children, and people with preexisting lung diseases such as asthma and chronic pulmonary lung disease are considered to be the most susceptible to the health effects of O_3. Short-term exposure (lasting for a few hours) to O_3 at elevated levels can result in aggravated respiratory diseases such as emphysema, bronchitis, and asthma, shortness of breath, increased susceptibility to infections, inflammation of the lung tissue, and increased fatigue, as well as chest pain, dry throat, headache, and nausea.

Nitrogen Dioxide. NO_X is a family of highly reactive gases that are a primary precursor to the formation of ground-level O_3 and react in the atmosphere to form acid rain. NO_2 (often used interchangeably with NO_X) is a reddish-brown gas that can cause breathing difficulties at elevated levels. Peak readings of NO_2 occur in areas that have a high concentration of combustion sources (e.g., motor vehicle engines, power plants, refineries, and other industrial operations). NO_2 can irritate and damage the lungs and lower resistance to respiratory infections such as influenza. The health effects of short-term exposure remain unclear. However, continued or frequent exposure to NO_2 concentrations that are typically much higher than those normally found in the ambient air may increase acute respiratory illnesses in children and increase the

incidence of chronic bronchitis and lung irritation. Chronic exposure to NO_2 may aggravate eyes and mucus membranes and cause pulmonary dysfunction.

Coarse Particulate Matter (PM_{10}). PM_{10} refers to suspended particulate matter that is smaller than 10 microns or ten one-millionths of a meter. PM_{10} arises from sources such as road dust, diesel soot, combustion products, construction operations, and dust storms. PM_{10} scatters light and significantly reduces visibility. In addition, these particulates penetrate into the lungs and can potentially damage the respiratory tract. CARB has adopted amendments to the statewide 24-hour particulate matter standards based upon requirements set forth in the Children's Environmental Health Protection Act (Senate Bill 25).

Fine Particulate Matter ($PM_{2.5}$). Due to recent increased concerns over health impacts related to fine particulate matter (particulate matter 2.5 microns in diameter or less), both state and federal $PM_{2.5}$ standards have been created. Particulate matter impacts primarily affect infants, children, the elderly, and those with preexisting cardiopulmonary disease.

CARB adopted amendments for statewide annual ambient particulate matter air quality standards (2002). These standards were revised/established due to increasing concerns by CARB that previous standards were inadequate, as almost everyone in California is exposed to levels at or above the current state standards during some parts of the year, and the statewide potential for significant health impacts associated with particulate matter exposure was determined to be large and wide-ranging.

Sulfur Dioxide (SO_2). SO_2 is a colorless, irritating gas with a rotten egg smell; it is formed primarily by the combustion of sulfur-containing fossil fuels. SO_2 is often used interchangeably with sulfur oxides (SO_X). Exposure of a few minutes to low levels of SO_2 can result in airway constriction in some asthmatics.

Volatile Organic Compounds. VOCs are hydrocarbon compounds (any compound containing various combinations of hydrogen and carbon atoms) that exist in the ambient air. VOCs contribute to the formation of smog through atmospheric photochemical reactions and/or may be toxic. Compounds of carbon (also known as organic compounds) have different levels of reactivity; that is, they do not react at the same speed or do not form O_3 to the same extent when exposed to photochemical processes. VOCs often have an odor, and some examples include gasoline, alcohol, and the solvents used in paints. Exceptions to the VOC designation include carbon monoxide, carbon dioxide, carbonic acid, metallic carbides or carbonates, and ammonium carbonate. VOC is not considered a criteria pollutant; however, it is a precursor to O_3, which is a criteria pollutant. Due to the role VOC plays in O_3 formation, it is classified as a precursor pollutant and only a regional emissions threshold has been established. The terms VOC and ROG (see below) are often used interchangeably.

Reactive Organic Gases (ROG). Similar to VOCs, ROGs are also precursors in forming O_3 and consist of compounds containing methane, ethane, propane, butane, and longer chain hydrocarbons, which are typically the result of some type of combustion/decomposition process. Smog is formed when ROG and NO_X react in the presence of sunlight. ROGs are a criteria pollutant since they are a precursor to O_3, which is a criteria pollutant. The terms ROG and VOC are often used interchangeably.

3.1.2. Regulatory Framework

Federal and State

The federal Clean Air Act delegates the regulation of air pollution control and the enforcement of the National Ambient Air Quality Standards (NAAQS) to the states. In California, the task of air quality management and regulation has been legislatively granted to CARB, with subsidiary responsibilities assigned to air quality management districts and air pollution control districts at regional and county levels. CARB, which became part of the California Environmental Protection Agency in 1991, is responsible for ensuring implementation of the California Clean Air Act of 1988, responding to the federal Clean Air Act, and regulating emissions from motor vehicles and consumer products.

CARB has established California Ambient Air Quality Standards (CAAQS), which are generally more restrictive than the NAAQS. The CAAQS describe adverse conditions; that is, pollution levels must be below these standards before an air basin can attain the standard. Air quality is considered "in attainment" if pollutant levels are continuously below the CAAQS and violate the standards no more than once each year. The CAAQS for O_3, CO, SO_2 (1-hour and 24-hour), NO_2, PM_{10}, $PM_{2.5}$, and visibility-reducing particles are values that are not to be exceeded. All others are not to be equaled or exceeded. The NAAQS and CAAQS are presented in Table 3.1-1, Ambient Air Quality Standards.

TABLE 3.1-1 AMBIENT AIR QUALITY STANDARDS

Pollutant	Averaging Time	California Standards	National Standard: Primary	National Standard: Secondary
O_3	1 hour	0.09 ppm (180 µg/m^3)	—	Same as Primary Standard
O_3	8 hours	0.070 ppm (137 µg/m^3)	0.070 ppm (137 µg/m^3)	Same as Primary Standard
NO_2	1 hour	0.18 ppm (339 µg/m^3)	0.100 ppm (188 µg/m^3)	Same as Primary Standard
NO_2	Annual Arithmetic Mean	0.030 ppm (57 µg/m^3)	0.053 ppm (100 µg/m^3)	Same as Primary Standard
CO	1 hour	20 ppm (23 mg/m^3)	35 ppm (40 mg/m^3)	None
CO	8 hours	9.0 ppm (10 mg/m^3)	9 ppm (10 mg/m^3)	
SO_2	1 hour	0.25 ppm (655 µg/m^3)	0.075 ppm (196 µg/m^3)	—
SO_2	3 hours	—	—	0.5 ppm (1,300 µg/ m^3)
SO_2	24 hours	0.04 ppm (105 µg/m^3)	0.14 ppm (for certain areas)	—
SO_2	Annual	—	0.030 ppm (for certain areas)	—
PM_{10}	24 hours	50 µg/m^3	150 µg/m^3	Same as Primary Standard
PM_{10}	Annual Arithmetic Mean	20 µg/m^3	—	Same as Primary Standard
$PM_{2.5}$	24 hours	—	35 µg/m^3	Same as Primary Standard
$PM_{2.5}$	Annual Arithmetic Mean	12 µg/m^3	12.0 µg/m^3	15.0 µg/m^3
Lead	30-day Average	1.5 µg/m^3	—	—
Lead	Calendar Quarter	—	1.5 µg/m^3 (for certain areas)	Same as Primary Standard
Lead	Rolling 3-Month Average	—	0.15 µg/m^3	Same as Primary Standard
Hydrogen sulfide	1 hour	0.03 ppm (42 µg/m^3)	—	—
Vinyl chloride	24 hours	0.01 ppm (26 µg/m^3)	—	—
Sulfates	24 hours	25 µg/m^3	—	—
Visibility-reducing particles	8 hours (10:00 a.m. to 6:00 p.m. PST)	Insufficient amount to produce an extinction coefficient of 0.23 per kilometer due to the number of particles when the relative humidity is less than 70%	—	—

Sources: California Air Resources Board 2024; US Environmental Protection Agency 2025

Notes: µg/m^3 = micrograms per cubic meter; CO = carbon monoxide; mg/m^3 = milligrams per cubic meter; NO_2 = nitrogen dioxide; O_3 = ozone; PM_{10} = particulate matter with an aerodynamic diameter less than or equal to 10 microns; $PM_{2.5}$ = particulate matter with an aerodynamic diameter less than or equal to 2.5 microns; ppm = parts per million by volume; SO_2 = sulfur dioxide

Regional

San Diego County Regional Air Quality Strategy

The SDAPCD is the local agency responsible for the administration and enforcement of air quality regulations in San Diego County. The air district regulates most air pollutant sources, except for motor vehicles, marine vessels, aircraft, and agricultural equipment, which are regulated by CARB or the US Environmental Protection Agency. State and local government projects, as well as projects proposed by the private sector, are subject to SDAPCD requirements if the sources are regulated by the district. Additionally, the SDAPCD, along with CARB, maintains and operates ambient air quality monitoring stations at numerous locations throughout San Diego County. These stations are used to measure and monitor criteria and toxic air pollutant levels in the ambient air.

The SDAPCD and the San Diego Association of Governments (SANDAG) are responsible for developing and implementing the clean air plan for attainment and maintenance of the ambient air quality standards in the SDAB; refer to Table 3.1-2, San Diego Air Basin Attainment Status by Pollutant. The San Diego County Regional Air Quality Strategy (RAQS) outlines the air district's plans and control measures designed to attain the state air quality standards for ozone. The SDAPCD has also developed input into the State Implementation Plan (SIP), which is required under the federal Clean Air Act for pollutants that are designated as being in nonattainment of the NAAQS for the basin.

TABLE 3.1-2 SAN DIEGO AIR BASIN ATTAINMENT STATUS BY POLLUTANT

Criteria Pollutant	Federal Designation	State Designation
Ozone (8-Hour)	Nonattainment	Nonattainment
Ozone (1-Hour)	Attainment *	Nonattainment
Carbon Monoxide	Attainment	Attainment
PM_{10}	Unclassifiable **	Nonattainment
$PM_{2.5}$	Attainment	Nonattainment***
Nitrogen Dioxide	Attainment	Attainment
Sulfur Dioxide	Attainment	Attainment
Lead	Attainment	Attainment
Sulfates	No Federal Standard	Attainment
Hydrogen Sulfide	No Federal Standard	Unclassified
Visibility	No Federal Standard	Unclassified

Source: SDAPCD 2026

Notes:

* The federal 1-hour standard of 12 pphm [parts per hundred million] was in effect from 1979 through June 15, 2005. The revoked standard is referenced here because it was employed for such a long period and because this benchmark is addressed in State Implementation Plans.

** At the time of designation, if the available data does not support a designation of attainment or nonattainment, the area is designated as unclassifiable.

*** The California Air Resources Board (CARB) has not reclassified the region to attainment yet due to (1) incomplete data, and (2) the use of non-California Approved Samplers (CAS). While data collected does meet the requirements for designation of attainment with federal PM2.5 standards, the data completeness requirements for state PM2.5 standards substantially exceed federal requirements and mandates, and have historically not been feasible for most air districts to adhere to given local resources. SDAPCD has begun replacing most regional filter-based PM2.5 monitors as they reach the end of their useful life with continuous PM2.5 air monitors to ensure collected data meets stringent completeness requirements in the future. SDAPCD anticipates these new monitors will be approved as "CAS" monitors once CARB review the list of approved monitors, which has not been updated since 2013.

The RAQS relies on information from CARB and SANDAG, such as mobile and area source emissions, as well as information from local jurisdictions regarding projected growth, to forecast future emissions and establish the strategies necessary for the reduction of emissions through regulatory controls. Projects that propose development consistent with the growth anticipated by the Regional Transportation Plan/Sustainable Communities Strategy would be consistent with the RAQS. In the event that a project proposes development that is less intensive than anticipated in the RAQS, the project would likewise be consistent with the RAQS. If a project proposes development that is greater than anticipated in the growth projections, the project could conflict with the RAQS and the SIP, and could have a potentially significant impact on air quality.

The SIP relies on the same information from SANDAG to develop emissions inventories and emissions reduction strategies that are included in the attainment demonstration for the air basin. The plan also includes rules and regulations that have been adopted by the SDAPCD to control emissions from stationary sources. These SIP-approved rules may be used as guidelines to determine whether a project's emissions would have the potential to conflict with the SIP and thereby hinder attainment of the NAAQS for ozone.

SDAPCD Measures to Reduce Particulate Matter in San Diego County

The SDAPCD has adopted the *Measures to Reduce Particulate Matter in San Diego County*, which identifies fugitive dust as the major source of directly emitted particulate matter in the County, with mobile sources and residential wood combustion as minor contributors. Data on $PM_{2.5}$ source apportionment indicates that the main contributor to $PM_{2.5}$ in the County is combustion organic carbon, followed closely by ammonium sulfate and ammonium nitrate from combustion sources. The main contributors to PM_{10} include resuspended soil and road dust from unpaved and paved roads, construction and demolition sites, and mineral extraction and processing. Based on the report's evaluation of control measures recommended by CARB to reduce particulate matter emissions, the SDAPCD adopted Rule 55, Fugitive Dust Control (2009). The SDAPCD requires that construction activities implement the measures listed in Rule 55 to minimize fugitive dust emissions:

> *No person shall engage in construction or demolition activity in a manner that discharges visible dust emissions into the atmosphere beyond the property line for a period or periods aggregating more than 3 minutes in any 60-minute period.*
>
> *Visible roadway dust as a result of active operations, spillage from transport trucks, erosion, or track-out/carry-out shall be minimized by the use of any of the equally effective track-out/carry-out and erosion control measures listed in Rule 55 that apply to the project or operation. These measures include track-out grates or gravel beds at each egress point; wheel-washing at each egress during muddy conditions; soil binders, chemical soil stabilizers, geotextiles, mulching, or seeding; watering for dust control; and using secured tarps or cargo covering, watering, or treating of transported material for outbound transport trucks. Erosion control measures must be removed at the conclusion of each workday when active operations cease, or every 24 hours for continuous operations.*

In addition, the SDAPCD established Rule 20.2, New Source Review, Non-Major Stationary Source, which outlines the screening criteria for the preparation of air quality impact assessments. Should emissions be found to exceed these thresholds, additional modeling would be required to demonstrate that a project's total air quality impacts are below the state and federal ambient air quality standards. These screening thresholds for construction and daily operations are shown in Table 3.1-3, Screening Thresholds for Criteria Pollutants.

TABLE 3.1-3 SCREENING THRESHOLDS FOR CRITERIA POLLUTANTS

Emission Type	Pollutant	Total Emissions (Pounds per Day)	Total Emissions (Tons per Year)
Construction Emissions	Respirable Particulate Matter (PM_{10} and $PM_{2.5}$)	100 and 55	15
Construction Emissions	Nitrogen Oxide (NO_x)	250	40
Construction Emissions	Sulfur Oxide (SO_x)	250	40
Construction Emissions	Carbon Monoxide (CO)	550	100
Construction Emissions	Volatile Organic Compounds (VOC)	75	40
Construction Emissions	Reactive Organic Gases (ROG)	75	40
Operational Emissions	Respirable Particulate Matter (PM_{10} and $PM_{2.5}$)	100 and 55	15
Operational Emissions	Nitrogen Oxide (NO_x)	250	40
Operational Emissions	Sulfur Oxide (SO_x)	250	40
Operational Emissions	Carbon Monoxide (CO)	550	100
Operational Emissions	Lead and Lead Compounds	3.2	0.6
Operational Emissions	Volatile Organic Compounds (VOCs)*	75	40
Operational Emissions	Reactive Organic Gases (ROG) SCAQMD	75	40

Source: SDAPCD 1994.
Notes: * Since the SDAPCD does not have air quality impact assessment threshold for emissions of VOCs, analysis for this project uses the VOC threshold from the South Coast Air Quality Management District (SCAQMD).

SDAPCD Rule 51 - Odor Impacts

The State of California Health and Safety Code, Division 26, Part 4, Chapter 3, Section 41700 and SDAPCD Rule 51, Nuisance, prohibit emissions from any source in such quantities of air contaminants or other material that cause injury, detriment, nuisance, or annoyance to the public health or damage to property. Projects required to obtain permits from the SDAPCD are evaluated by SDAPCD staff for potential odor nuisance, and conditions may be applied (or control equipment required) where necessary to prevent occurrence of public nuisance.

SDAPCD Rule 51 also prohibits emission of any material that causes nuisance to a considerable number of people or endangers the comfort, health, or safety of any person. A project that proposes a use that would produce objectionable odors would be deemed to have a significant odor impact if it would affect a considerable number of off-site receptors. Odor issues are subjective by the nature of odors themselves

and due to the fact that their measurements are difficult to quantify. Therefore, this guideline is qualitative and focuses on existing and potential surrounding uses and the location of sensitive receptors.

Local

City of Del Mar Community Plan

The City of Del Mar Community Plan (which serves as the City's General Plan) is the primary source of long-range planning and policy direction used to guide growth and preserve the quality of life in the City. The following goals and policies are relevant in protecting air quality:

Community Plan: Environmental Management

GOAL 1: Establish without delay a comprehensive program to preserve and acquire permanent open space sufficient to meet the long-range needs of the community, preserve and enhance natural resources, and protect areas and people susceptible to seismic and flooding hazards.

Policy H.5: Minimize particulate matter pollution that leads to sedimentation or siltation through implementation of erosion control plans and permits for new and redevelopment projects which pose such a threat to water quality.

Policy H.12: Encourage reductions and modifications to air pollution generating activities and sources to reduce the deposition of air-borne pollutants and improve urban and stormwater runoff water quality.

Policy I.17: Prohibit adverse environmental impacts from all types of uses and/or pollution including, but not limited to, public access, visual blight, noise, light, air, and water pollution.

Community Plan: Transportation

GOAL 2: Minimize the impact of the automobile on the character of Del Mar and emphasize a more pedestrian oriented environment, safer sidewalks, landscaped buffer zones, and alternate means of transportation.

Policy F.1: Promote the reduction of vehicle-miles-traveled, thereby reducing congestion and reducing air and water pollution.

Policy F.2: Educate the public as to the relationship between air pollution and water pollution in the deposition onto streets and other surfaces of airborne contaminants, including metals and fine particulate matter (PM_{10}).

3.1.3. Significance Thresholds

The State of California has developed guidelines to address the significance of air quality impacts based on Appendix G of the CEQA Guidelines. The proposed project would have a significant impact related to air quality if it would:

1. Conflict with or obstruct the implementation of the applicable air quality plan.

2. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard.

3. Expose sensitive receptors to substantial pollutant concentrations.

4. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.

3.1.4. Project Impacts and Mitigation Measures

Conflict with Air Quality Plan

Impact 3.1-1	**The project would not conflict with or obstruct implementation of the applicable air quality plan. Impacts would be less than significant.**

Conformance with the 2022 RAQS and SIP determines whether a project would conflict with or obstruct implementation of the applicable air quality plans. Because CARB mobile source emission projections and SANDAG growth projections are based on population and vehicle trends and land use plans developed by local jurisdictions as part of their general plans, projects that propose development consistent with the growth anticipated by the general plan are assumed to be consistent with the RAQS and SIP. In the event a project proposes development that is less dense than anticipated by the general plan, the project would likewise be consistent with the RAQS and SIP.

Given the nature of the proposed project, it is not anticipated to result in direct or indirect population growth and would not affect City plans for growth. After CIP projects are constructed, the project would not result in increased routine maintenance activities beyond existing conditions, and therefore would not increase employment within the City. The project would not alter existing City Community Plan land use or zoning designations. The project also would not permanently change the existing or planned transportation network or traffic patterns anywhere in the SDAB. As such, the proposed project would be consistent with the City's Community Plan land use and zoning designations and SANDAG's growth projections.

Based on the above, the project would not conflict with or obstruct implementation of the 2022 RAQS or SIP, and impacts would be **less than significant**.

Mitigation Measures: None required.

Level of Significance: Less than significant.

Net Increase of Criteria Pollutant

Impact 3.1-2	**The project would not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard. Impacts would be less than significant.**

Construction Impacts

This analysis estimates the construction-related air pollutant emissions of the proposed project, based on construction schedule and land use types, using the California Emissions Estimator Model version 2022.1 (CalEEMod). The CalEEMod result sheets are provided in Appendix D, Air Quality/Greenhouse Gas Emissions Data.

As discussed in Chapter 2.0, Project Description, the proposed project is composed of numerous improvement projects related to public infrastructure and facilities. Due to the programmatic nature of the project (i.e., streamlining implementation of the City's CIP projects), the exact location and timing of future CIP projects are currently unknown. To analyze potential air quality impacts associated with the seven CIP categories, the four representative CIP projects included in Chapter 2.0, Project Description. Refer to Section 2.4.4, Representative CIP Projects, for project information, including anticipated construction equipment and estimated duration of construction activities.

Air quality modeling was performed in general accordance with the statutory requirements outlined in the 2022 RAQS (SDAPCD 2022) to identify construction emissions associated with the four representative CIP projects. Emissions estimates were compared with the recommended thresholds of significance developed by the SDAPCD to determine if project emissions are likely to cause a significant adverse impact associated with emissions of criteria pollutants.

Project No. 1 – Utilities Undergrounding District 2 (Beach Colony)

Table 3.1-4, Project No. 1: Maximum Daily Construction Emissions, presents anticipated daily short-term construction emissions associated with Project No. 1.

TABLE 3.1-4 PROJECT NO. 1: MAXIMUM DAILY CONSTRUCTION EMISSIONS

	ROG (lbs/day)	NO_x (lbs/day)	CO (lbs/day)	SO_2 (lbs/day)	PM_{10} (lbs/day)	$PM_{2.5}$ (lbs/day)
Emissions	1.32	10.7	15.6	0.02	1.21	0.53
SDAPCD Threshold	*75*	*250*	*550*	*250*	*100*	*55*
Significant Impact?	**No**	**No**	**No**	**No**	**No**	**No**

Source: Appendix D, Air Quality/Greenhouse Gas Emissions Data
Notes:

- Emissions were calculated using CalEEMod version 2022.1. Emissions in this table represent the highest emissions, either winter or summer, to provide a conservative analysis (refer to Appendix D).
- Modeling assumptions include compliance with SDAPCD Rule 55, Fugitive Dust Control, which requires the following: properly maintain mobile and other construction equipment; water exposed surfaces three times daily; limit speeds on unpaved roads to 15 miles per hour; and other measures.
- The numbers may be slightly off due to rounding.

As indicated in Table 3.1-4, criteria pollutant emissions during construction of Project No. 1 would be well below the SDAPCD significance thresholds. Accordingly, construction-related air emissions associated with Project No. 1 would be less than significant.

Project No. 2 – Roadway Widening Project

Table 3.1-5, Project No. 2: Maximum Daily Construction Emissions, presents the anticipated daily short-term construction emissions associated with Project No. 2.

TABLE 3.1-5 PROJECT NO. 2: MAXIMUM DAILY CONSTRUCTION EMISSIONS

	ROG (lbs/day)	NO_x (lbs/day)	CO (lbs/day)	SO_2 (lbs/day)	PM_{10} (lbs/day)	$PM_{2.5}$ (lbs/day)
Emissions	1.13	9.53	15.2	0.02	0.72	0.41
SDAPCD Threshold	*75*	*250*	*550*	*250*	*100*	*55*
Significant Impact?	**No**	**No**	**No**	**No**	**No**	**No**

Source: Appendix D, Air Quality/Greenhouse Gas Emissions Data
Notes:

- Emissions were calculated using CalEEMod version 2022.1. Emissions in this table represent the highest emissions, either winter or summer, to provide a conservative analysis (refer to Appendix D).
- Modeling assumptions include compliance with SDAPCD Rule 55, Fugitive Dust Control, which requires the following: properly maintain mobile and other construction equipment; water exposed surfaces three times daily; limit speeds on unpaved roads to 15 miles per hour; and other measures.
- The numbers may be slightly off due to rounding.

As indicated in Table 3.1-5, criteria pollutant emissions during construction of Project No. 2 would be well below the SDAPCD significance thresholds. Accordingly, construction-related air emissions associated with Project No. 2 would be less than significant.

Project No. 3 – Storm Water and Sewer Infrastructure Improvement Project

Table 3.1-6, Project No. 3: Maximum Daily Construction Emissions, presents the anticipated daily short-term construction emissions associated with Project No. 3.

TABLE 3.1-6 PROJECT NO. 3: MAXIMUM DAILY CONSTRUCTION EMISSIONS

	ROG (lbs/day)	NO_x (lbs/day)	CO (lbs/day)	SO_2 (lbs/day)	PM_{10} (lbs/day)	$PM_{2.5}$ (lbs/day)
Emissions	1.85	17.8	19.0	0.04	0.97	0.72
SDAPCD Threshold	*75*	*250*	*550*	*250*	*100*	*55*
Significant Impact?	**No**	**No**	**No**	**No**	**No**	**No**

Source: Appendix D, Air Quality/Greenhouse Gas Emissions Data
Notes:

- Emissions were calculated using CalEEMod version 2022.1. Emissions in this table represent the highest emissions, either winter or summer, to provide a conservative analysis (refer to Appendix D).
- Modeling assumptions include compliance with SDAPCD Rule 55, Fugitive Dust Control, which requires the following: properly maintain mobile and other construction equipment; water exposed surfaces three times daily; limit speeds on unpaved roads to 15 miles per hour; and other measures.
- The numbers may be slightly off due to rounding.

As indicated in Table 3.1-6, criteria pollutant emissions during construction of Project No. 3 would be well below the SDAPCD significance thresholds. Accordingly, construction-related air emissions associated with Project No. 3 would be less than significant.

Project No. 4 – Shores Park Improvements Project

Table 3.1-7, Project No. 4: Maximum Daily Construction Emissions, presents the anticipated daily short-term construction emissions associated with Project No. 4.

TABLE 3.1-7 PROJECT NO. 4: MAXIMUM DAILY CONSTRUCTION EMISSIONS

	ROG (lbs/day)	NO_x (lbs/day)	CO (lbs/day)	SO_2 (lbs/day)	PM_{10} (lbs/day)	$PM_{2.5}$ (lbs/day)
Emissions	1.77	15.5	18.4	0.03	2.65	1.54
SDAPCD Threshold	*75*	*250*	*550*	*250*	*100*	*55*
Significant Impact?	**No**	**No**	**No**	**No**	**No**	**No**

Source: Appendix D, Air Quality/Greenhouse Gas Emissions Data

Notes:

- Emissions were calculated using CalEEMod version 2022.1. Emissions in this table represent the highest emissions, either winter or summer, to provide a conservative analysis (refer to Appendix D).
- Modeling assumptions include compliance with SDAPCD Rule 55, Fugitive Dust Control, which requires the following: properly maintain mobile and other construction equipment; water exposed surfaces three times daily; limit speeds on unpaved roads to 15 miles per hour; and other measures.
- The numbers may be slightly off due to rounding.

As indicated in Table 3.1-7, criteria pollutant emissions generated by construction of Project No. 4 would be well below the SDAPCD significance thresholds. Accordingly, construction-related air emissions associated with Project No. 4 would be less than significant.

Operational Impacts

Modeling for criteria pollutant emissions was not conducted for operational impacts of the four representative projects; therefore, a qualitative analysis of operational impacts was performed.

Operation of the proposed linear improvements (i.e., Project Nos. 1, 2, and 3) would not result in increased routine maintenance beyond existing conditions, nor would project operation increase roadway capacity or generate substantial amounts of additional traffic. Due to the nature of the anticipated improvements, no area or energy source emissions would be generated. As these CIP projects would not include new mobile source emissions or new permanent stationary sources, they would not have the potential to generate criteria air pollutants emissions from operations. Operational criteria air pollutants emissions associated with Project Nos. 1, 2, and 3 would be less than significant in this regard.

It is noted that Project No. 4 (Shores Park Improvements Project) would include upgrades to the existing on-site City Community Building, which could include additions of up to 5,000 square feet and improvements to on-site parking for the proposed park and community center. However, due to the limited scope of the proposed improvements, Project No. 4 is not expected to generate a substantial amount of operational emissions beyond existing conditions. Operational air quality impacts would be less than significant.

Conclusion

As previously presented, criteria pollutant emissions associated with the construction and operation of Project Nos. 1 through 4 would be well below the SDAPCD significance thresholds. Based on the quantitative construction impact evaluation and qualitative operational analysis for the four representative CIP projects presented above, implementation of the proposed project (i.e., streamlining implementation of City CIP projects) is not anticipated to result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard. Impacts would be **less than significant**.

Mitigation Measures: None required.

Level of Significance: Less than significant.

Expose Sensitive Receptors to Pollutants

Impact 3.1-3	**The project would not expose sensitive receptors to substantial pollutant concentrations. Impacts would be less than significant.**

Sensitive receptors are defined as facilities or land uses that include members of the population who are particularly sensitive to the effects of air pollutants, such as children, the elderly, and people with illnesses. Examples of these sensitive receptors are residences, schools, hospitals, and daycare centers. CARB has identified the following groups of individuals as the most likely to be affected by air pollution: the elderly over 65, children under 14, athletes, and persons with cardiovascular and chronic respiratory diseases such as asthma, emphysema, and bronchitis. As previously stated, the exact location, timing, and construction requirements of all future improvements are currently unknown. The CIP projects would occur throughout the City, which is largely built out, predominantly with single-dwelling unit and multi-dwelling unit residences and commercial uses, with relatively little developable, vacant areas remaining. As such, there are sensitive receptors located throughout the project site.

Construction Impacts

If a project has the potential to result in toxic air contaminant (TAC) emissions with a cancer risk greater than 10 in 1 million or substantial non-cancer risk, the project would be deemed to have a potentially significant impact. Project construction activities are anticipated to involve the operation of diesel-powered equipment, which would emit diesel particulate matter (DPM). CARB has identified diesel exhaust as a TAC. Cancer health risks associated with exposures to diesel exhaust typically are associated with chronic exposure, in which a 30-year exposure period often is assumed. The project would be required to comply with the California Code of Regulations (CCR), Title 13, Sections 2449(d)(3) and 2485, which minimizes the idling time of construction equipment either by shutting it off when not in use or by reducing the time of idling to no more than five minutes. Implementation of these regulations would reduce the amount of DPM emissions generated from project construction.

For the proposed project, the nearest sensitive receptors could be located as close as adjacent to CIP project construction activities. Health impacts on sensitive receptors associated with exposure to DPM from project construction are anticipated to be less than significant because construction activities are

expected to occur for a limited period of time and would be well below the 30-year exposure period used in health risk assessments.

For linear CIP projects (i.e., most of the utilities undergrounding, water, sewer, storm water, and streets CIP projects), construction activities would progress sequentially along the alignment. Work would be completed in segments, and equipment and emissions sources would move away from any given receptor as each project segment is completed. Additionally, emissions would be short-term and intermittent in nature and therefore would not generate TAC emissions at high enough exposure concentrations to represent a health hazard.

For non-linear projects (i.e., most of the facilities and open space CIP projects, and potentially some of the water, sewer, storm water, and streets CIP projects), construction activities would generally be limited to one location. However, given that construction of such projects would be short-term and emissions would be intermittent in nature, non-linear CIP projects would not generate TAC emissions at high enough exposure concentrations to represent a health hazard.

Therefore, construction of the proposed project is not anticipated to result in an elevated cancer risk to nearby sensitive receptors, and impacts would be **less than significant**.

Operational Impacts

As previously noted, Project No. 4 (Shores Park Improvements Project) would include additions of up to 5,000 square feet to the existing on-site City Community Building and improvements to on-site parking for the park and community center. Nonetheless, the proposed park improvements are not expected to generate a substantial amount of operational TAC emissions beyond existing conditions.

Additionally, operation of the proposed project would not result in increased routine maintenance beyond existing conditions, nor would project operation increase roadway capacity, or generate additional traffic. In general, as the proposed project (i.e., streamlining implementation of City CIP) would not include substantial new mobile source emissions or permanent stationary sources, the project would not have the potential to generate TAC emissions from the project operation. Impacts would be **less than significant**.

Mitigation Measures: None required.

Level of Significance: Less than significant.

Other Emissions Such as Those Leading to Objectionable Odors

Impact 3.1-4	**The project would not result in other emissions (such as those leading to odors) adversely affecting a substantial number of people. Impacts would be less than significant.**

Odors

Project construction could result in minor amounts of odor compounds associated with diesel heavy equipment exhaust. These compounds would be emitted in various amounts and at various locations during construction. Odors are highest near the source and would quickly dissipate off-site and any odors associated with construction would be temporary. In addition, the project would be required to comply with CCR Title 13, Sections 2449(d)(3) and 2485, which minimizes the idling time of construction equipment either by shutting it off when not in use or by reducing the time of idling to no more than five minutes. This would further reduce detectable odors from heavy-duty equipment exhaust. For these reasons, construction activities are considered to result in a less than significant impact relative to odors.

The planned improvements to the City's infrastructure and public facilities would not include land uses that would be sources of objectionable odors during operations. The project would be required to comply with SDAPCD Rule 51, Nuisance, which prohibits the emission of any material, including odors, that causes a nuisance to a considerable number of people or endangers the comfort, health or safety of the public. Thus, odor impacts associated with project operations would be less than significant.

Dust

Construction activities associated with the proposed project would be required to implement emissions control measures detailed in SDAPCD's Rule 55, Fugitive Dust Control, which restricts construction activities from creating visible dust emissions at the property line that lasts more than three minutes in any hour and requires the removal of all track-out from the nearby roadways. With compliance with SDAPCD's Rule 55, the proposed project would not exceed the SDAPCD standards for fugitive dust.

As shown in Table 3.1-4 through Table 3.1-7, project construction would not generate PM_{10} emissions that exceed the SDAPCD threshold of 100 pounds per day. Therefore, impacts would be **less than significant**.

Mitigation Measures: None required.

Level of Significance: Less than significant.

Cumulative Impacts

Impact 3.1-5	**The project would not result in a significant impact from a net increase of any criteria pollutant for which the region is nonattainment under an applicable federal or state ambient air quality standard or other cumulative impacts related to air quality. Project impacts would not be cumulatively considerable.**

The anticipated impacts associated with the proposed project, including representative Project Nos. 1 through 4 and future CIP projects, in conjunction with cumulative development in the City included in

Table 3-1, Cumulative Projects, would increase urbanization in an already urbanized area and could result in increased emissions of pollutants from construction and operations. Additionally, the SDAB has been designated as a federal nonattainment area for O_3 and a state nonattainment area for O_3, PM_{10}, and $PM_{2.5}$. PM_{10} and $PM_{2.5}$ emissions associated with construction generally result in nearfield impacts. The nonattainment status is the result of cumulative emissions from all sources of these air pollutants and their precursors within the SDAB.

Potential land use impacts are site-specific and each cumulative project would require separate discretionary approval and evaluation under CEQA, which would address potential air quality impacts and identify necessary mitigation measures, where appropriate. Therefore, a potentially significant cumulative impact associated with criteria air pollutant emissions could occur.

As discussed under Impact 3.1-2, implementation of the proposed project is not anticipated to result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard, and proposed project impacts would be less than significant. As such, the proposed project's contribution to air quality impacts **would not be cumulatively considerable**.

Mitigation Measures: None required.

Level of Significance: Less than significant cumulative impacts; project impacts would not be cumulatively considerable.

3.2. Biological Resources

This section discusses the environmental setting, existing conditions, regulatory context, and potential impacts of the proposed project in relation to biological resources.

This section is based on technical data and analysis from the following:

- *Biological Resources Technical Report for the City of Del Mar Capital Improvement Program Streamlining Project* prepared by Michael Baker International (Appendix E)

The following table provides a summary of impacts and significance findings, based on the analysis provided in Section 3.2.4, Project Impacts and Mitigation Measures. No significant and unavoidable impacts were identified.

SUMMARY BY CIP PROJECT CATEGORY OF IMPACTS ASSOCIATED WITH BIOLOGICAL RESOURCES

Impact	UP	Water	Wastewater	Storm Water	Streets	Facilities	Open Space
Impact 3.2-1: Substantial adverse effect on candidate, sensitive, or special status species	LTS+M	LTS+M	LTS+M	LTS+M	LTS+M	LTS+M	LTS+M
Impact 3.2-2: Substantial adverse effect on riparian habitat or sensitive natural communities	LTS+M	LTS+M	LTS+M	LTS+M	LTS+M	LTS+M	LTS+M
Impact 3.2-3: Substantial adverse effect on jurisdictional wetlands	LTS+M	LTS+M	LTS+M	LTS+M	LTS+M	LTS+M	LTS+M
Impact 3.2-4: Interfere substantial with wildlife movement or impede use of wildlife nursery sites	LTS+M	LTS+M	LTS+M	LTS+M	LTS+M	LTS+M	LTS+M
Impact 3.2-5: Conflict with local policies or ordinances protecting biological resources	LTS+M	LTS+M	LTS+M	LTS+M	LTS+M	LTS+M	LTS+M
Impact 3.2-6: Conflict with an adopted habitat conservation plan	LTS	LTS	LTS	LTS	LTS	LTS	LTS
Impact 3.2-7: Project's contribution to cumulative biological resources impacts	NCC	NCC	NCC	NCC	NCC	NCC	NCC

Notes: LTS = Less than Significant; LTS+M = Less than Significant with Mitigation; NCC = Not Cumulatively Considerable

3.2.1. Environmental Setting

The City is defined by its marine-influenced climate and diverse coastal landscape, which includes beaches, coastal bluffs, and lagoon ecosystems. While the City is largely developed, the Del Mar Fairgrounds occupy approximately 20 percent of its northern area, north of the San Dieguito Lagoon. Remaining developed areas consist primarily of residential and commercial uses. Open space is limited but ecologically significant, including the San Dieguito Lagoon—a regionally important estuarine habitat supporting a variety of plant and animal species—coastal bluffs along the western shoreline, and patches

of coastal sage scrub and chaparral along the central-eastern boundary. These open space areas contribute meaningfully to the City's biological diversity and natural resource value.

Vegetation Communities and Land Cover Types

The City of Del Mar supports a variety of native and naturalized vegetation communities that provide habitat for a diverse array of plant and animal species, many of which are considered special-status. These communities, although limited in extent due to urban development, contribute significantly to the City's biological diversity and ecological value. As part of coastal San Diego County and the broader southern California region—recognized globally as a biodiversity hotspot—Del Mar's remaining natural areas play an important role in sustaining regional and global biodiversity.

Vegetation communities and land cover types mapped within the project site include:

- Non-native vegetation
- Disturbed habitat
- Urban/developed
- Southern foredunes
- Southern coastal bluff scrub
- Maritime succulent scrub
- Diegan coastal sage scrub
- Diegan coastal sage scrub: coastal form
- Southern mixed chaparral
- Southern maritime chaparral
- Non-native grassland
- Southern coastal salt marsh
- Coastal and valley freshwater marsh
- Southern arroyo willow riparian forest
- Riparian scrubs
- Southern willow scrub
- Unvegetated habitat
- Open water
- Intertidal
- Estuarine
- Freshwater
- Saltpan/mudflats
- Beach
- Torrey pine forest

Figure 3.2-1a and Figure 3.2-1b, Vegetation Communities Map, show the vegetation communities and land cover types within the project site. Descriptions of each vegetation community and land cover mapping unit are provided in Appendix D.

Special-Status Biological Resources

Special-status biological resources include the following:

- Areas designated as sensitive natural communities by the CDFW
- Plant species that are federally or state listed
- Plant species that have been assigned a California Rare Plant Rank (CRPR). CRPRs are defined as follows:
    - List 1A: Plants presumed extirpated in California and either rare or extinct elsewhere.
    - List 1B: Plants rare, threatened, or endangered in California and elsewhere
    - List 2A: Plants presumed extirpated in California but common elsewhere.

- List 2B: Plants rare, threatened, or endangered in California but common elsewhere.
- List 3: Plants about which more information is needed.
- List 4: Plants of limited distribution (a watch list).

- Wildlife species that are federal or state listed, proposed, or candidates for listing under ESA or CESA; designated species of special concern or fully protected by CDFW; or designated sensitive by other federal agencies
- Areas designated as critical habitat by the USFWS
- Areas that provide habitat for rare or endangered species which meet the definition of Section 15380 of the California Environmental Quality Act (CEQA) Guidelines
- Aquatic resources outlined in CFGC Section 1600
- Aquatic resources regulated under Sections 401 or 404 of the Clean Water Act
- Other areas protected under local regulations and policies (e.g., Environmentally Sensitive Habitat Areas [ESHA])

Sensitive Natural Communities

Sensitive natural communities within the City boundaries include coastal salt marsh (41.62 acres), which occurs primarily within the San Dieguito Lagoon; southern maritime chaparral (5.33 acres), which occurs along the eastern City boundary adjacent to Torrey Pines State Natural Reserve Extension and Crest Canyon Open Space Park; southern willow scrub (0.18 acres), which is mapped in the northern portion of the City, and Torrey Pine Forest (12.05 acres), which is mapped in patches on the hillside generally between Crest Road and San Dieguito Drive (Figure 3.2-1a and Figure 3.2-1b).

Special-Status Plants

A total of 15 special-status plant species is expected to occur within the project site due to the presence of known locations within the project site and an additional 46 species may occur due to the presence of nearby known locations and potentially suitable habitat. Special-status plants are limited to native habitat areas within the project site, including San Dieguito Lagoon and River habitats, coastal bluffs, coastal scrub, chaparral, and open space reserve areas such as Del Mar Canyon Preserve, Torrey Pines State Natural Reserve Extension, and Crest Canyon Open Space Park. These native habitat areas are identified as high sensitivity zones on Figure 3.2-2, Del Mar Sensitive Area Overlay Zones. The moderate sensitivity zone provides a buffer around the high sensitivity zone to ensure maximum protection of special-status plant species.

Table 3.2-1, Special-Status Plants with Potential to Occur in the Project Site, includes the special-status plant species that are expected or have at least a moderate potential to occur in the project site.

TABLE 3.2-1 SPECIAL-STATUS PLANTS WITH POTENTIAL TO OCCUR IN THE PROJECT SITE

Scientific Name	Common Name	Status (Federal/State/CNPS)*	Potential to Occur**
Abronia maritima	red sand-verbena	None/None/4.2	E
Acmispon prostratus	Nuttall's acmispon	None/None/1B.1	M
Adolphia californica	California adolphia	None/None/2B.1	E
Agave shawii var. *shawii*	Shaw's agave	None/None/2B.1	M
Ambrosia monogyra	singlewhorl burrobrush	None/None/2B.2	M
Ambrosia pumila	San Diego ambrosia	FE/None/1B.1	M
Aphanisma blitoides	aphanisma	None/None/1B.2	M
Aphyllon parishii ssp. *brachylobum*	short-lobed broomrape	None/None/4.2	M
Arctostaphylos glandulosa ssp. *crassifolia*	Del Mar manzanita	FE/None/1B.1	E
Artemisia palmeri	San Diego sagewort	None/None/4.2	M
Atriplex coulteri	Coulter's saltbush	None/None/1B.2	M
Atriplex pacifica	south coast saltscale	None/None/1B.2	M
Baccharis vanessae	Encinitas baccharis	FT/SE/1B.1	M
Bahiopsis laciniata	San Diego County viguiera	None/None/4.3	E
Berberis nevinii	Nevin's barberry	FE/SE/1B.1	M
Bergerocactus emoryi	golden-spined cereus	None/None/2B.2	M
Calandrinia breweri	Brewer's calandrinia	None/None/4.2	M
Camissoniopsis lewisii	Lewis' evening-primrose	None/None/3	M
Ceanothus verrucosus	wart-stemmed ceanothus	None/None/2B.2	E
Centromadia parryi ssp. *australis*	southern tarplant	None/None/1B.1	E
Chaenactis glabriuscula var. *orcuttiana*	Orcutt's pincushion	None/None/1B.1	E
Chloropyron maritimum ssp. *maritimum*	salt marsh bird's-beak	FE/SE/1B.2	M
Chorizanthe orcuttiana	Orcutt's spineflower	FE/SE/1B.1	E
Cistanthe maritima	seaside cistanthe	None/None/4.2	M
Comarostaphylis diversifolia ssp. *diversifolia*	summer holly	None/None/1B.2	M
Corethrogyne filaginifolia var. *incana*	San Diego sand aster	None/None/1B.1	M
Corethrogyne filaginifolia var. *linifolia*	Del Mar Mesa sand aster	None/None/1B.1	E
Cylindropuntia californica var. *californica*	snake cholla	None/None/1B.1	M
Dichondra occidentalis	western dichondra	None/None/4.2	M
Dudleya brevifolia	short-leaved dudleya	None/SE/1B.1	M
Ericameria palmeri var. *palmeri*	Palmer's goldenbush	None/None/1B.1	M
Erysimum ammophilum	sand-loving wallflower	None/None/1B.2	M
Euphorbia misera	cliff spurge	None/None/2B.2	M
Ferocactus viridescens	San Diego barrel cactus	None/None/2B.1	M
Geothallus tuberosus	Campbell's liverwort	None/None/1B.1	M
Heterotheca sessiliflora ssp. *sessiliflora*	beach goldenaster	None/None/1B.1	M
Holocarpha virgata ssp. *elongata*	graceful tarplant	None/None/4.2	M
Isocoma menziesii var. *decumbens*	decumbent goldenbush	None/None/1B.2	M
Iva hayesiana	San Diego marsh-elder	None/None/2B.2	M
Juglans californica	Southern California black walnut	None/None/4.2	M
Juncus acutus ssp. leopoldii	southwestern spiny rush	None/None/4.2	M

TABLE 3.2-1, CONTINUED

Scientific Name	Common Name	Status (Federal/State/CNPS)*	Potential to Occur**
Lasthenia glabrata ssp. *coulteri*	Coulter's goldfields	None/None/1B.1	M
Lepidium virginicum var. *robinsonii*	Robinson's pepper-grass	None/None/4.3	M
Leptosyne maritima	sea dahlia	None/None/2B.2	E
Lycium californicum	California box-thorn	None/None/4.2	E
Microseris douglasii ssp. *platycarpha*	small-flowered microseris	None/None/4.2	M
Monardella viminea	willowy monardella	FE/SE/1B.1	M
Nemacaulis denudata var. *denudata*	coast woolly-heads	None/None/1B.2	M
Pentachaeta aurea ssp. *aurea*	golden-rayed pentachaeta	None/None/4.2	M
Phacelia ramosissima var. *austrolitoralis*	south coast branching phacelia	None/None/3.2	E
Phacelia stellaris	Brand's star phacelia	None/None/1B.1	
Pinus torreyana ssp. *torreyana*	Torrey pine	None/None/1B.2	E
Piperia cooperi	chaparral rein orchid	None/None/4.2	M
Quercus dumosa	Nuttall's scrub oak	None/None/1B.1	M
Quercus engelmannii	Engelmann oak	None/None/4.2	M
Selaginella cinerascens	ashy spike-moss	None/None/4.1	M
Senecio aphanactis	chaparral ragwort	None/None/2B.2	M
Sphaerocarpos drewiae	bottle liverwort	None/None/1B.1	M
Stipa diegoensis	San Diego County needle grass	None/None/4.2	M
Suaeda esteroa	estuary seablite	None/None/1B.2	E
Suaeda taxifolia	woolly seablite	None/None/4.2	E

California Native Plant Society (CNPS); California Rare Plant Rank (CRPR)

***Status Legend:**

Federal
FE: Federally listed as endangered
FT: Federally listed as threatened

State
SE: State listed as endangered
ST: State listed as threatened

CNPS (CRPR)
1A: Plants presumed extirpated in California and either rare or extinct elsewhere
1B: Plants rare, threatened, or endangered in California and elsewhere
2A: Plants presumed extirpated in California but common elsewhere
2B: Plants rare, threatened, or endangered in California but more common elsewhere
3: Review List: Plants about which more information is needed
4: Watch List: Plants of limited distribution

.1 Seriously threatened in California (over 80% of occurrences threatened / high degree and immediacy of threat)
.2 Moderately threatened in California (20–80% occurrences threatened / moderate degree and immediacy of threat)
.3 Not very threatened in California (<20% of occurrences threatened / low degree and immediacy of threat or no current threats known)

****Potential to Occur:** E = expected to occur within project site; M = moderate potential to occur within project site

Special-Status Wildlife

A total of 15 special-status wildlife species is expected to occur within the project site due to the presence of suitable habitat or documented locations, and an additional 14 species may occur due to the presence of nearby known locations and potentially suitable habitat. With the exception of monarch and Crotch's bumble bee which may occur throughout the project site in all biological resource sensitivity zones (Figure 3.2-3, Biological Resources Sensitivity Zones), suitable habitat for special-status wildlife species occurs in the open space areas of the City. These areas are identified as high sensitivity zones on Figure 3.2-3. The moderate sensitivity zone provides a buffer to the high sensitivity zone to ensure maximum protection of special-status wildlife species. Table 3.2-2, Special-Status Wildlife with Potential to Occur in the Project

Site, includes the special-status wildlife species that are expected or have at least a moderate potential to occur in the project site.

TABLE 3.2-2 SPECIAL-STATUS WILDLIFE WITH POTENTIAL TO OCCUR IN THE PROJECT SITE

Class	Scientific Name	Common Name	Status (Federal/State/Other)*	Potential to Occur**
Invertebrate	*Bombus crotchii*	Crotch's bumble bee	None/SCE/None	M
Invertebrate	*Danaus plexippus plexippus*	monarch - California overwintering population	FPT/None/None	E
Amphibian	*Spea hammondii*	Western spadefoot	FPT/None/CDFW-SSC	E
Reptile	*Anniella stebbinsi*	Southern California legless lizard	None/None/CDFW-SSC	M
Reptile	*Aspidoscelis hyperythra*	Orange-throated whiptail	None/None/None	E
Reptile	*Aspidoscelis tigris stejnegeri*	Coastal whiptail	None/None/CDFW-SSC	E
Reptile	*Crotalus ruber*	Red-diamond rattlesnake	None/None/CDFW-SSC	M
Reptile	*Diadophis punctatus similis*	San Diego ringneck snake	None/None/None	M
Reptile	*Phrynosoma blainvillii*	Coast horned lizard	None/None/CDFW-SSC	M
Reptile	*Plestiodon skiltonianus interparietalis*	Coronado skink	None/None/None	M
Bird	*Agelaius tricolor*	Tricolored blackbird	None/ST/CDFW-SSC	M
Bird	*Charadrius alexandrinus nivosus*	western snowy plover	FPT/None/CDFW-SSC	E
Bird	*Elanus leucurus*	white-tailed kite	None/None/CDFW-FP	E
Bird	*Icteria virens*	yellow-breasted chat	None/None/CDFW-SSC	E
Bird	*Passerculus sandwichensis beldingi*	Belding's savannah sparrow	None/SE/None	E
Bird	*Polioptila californica californica*	coastal California gnatcatcher	FT/None/CDFW-SSC	E
Bird	*Rallus obsoletus levipes*	light-footed Ridgway's rail	FE/SE/CDFW-FP	E
Bird	*Setophaga petechia*	yellow warbler	None/None/CDFW-SSC	E
Bird	*Sternula antillarum browni*	California least tern	FE/SE/CDFW-FP	E
Mammal	*Antrozous pallidus*	pallid bat	None/None/CDFW-SSC	M
Mammal	*Chaetodipus californicus femoralis*	Dulzura pocket mouse	None/None/CDFW-SSC	M
Mammal	*Chaetodipus fallax fallax*	Northwestern San Diego pocket mouse	None/None/CDFW-SSC	E
Mammal	*Corynorhinus townsendii*	Townsend's big-eared bat	None/None/CDFW-SSC	M
Mammal	*Euderma maculatum*	spotted bat	None/None/CDFW-SSC	M
Mammal	*Eumops perotis californicus*	western mastiff bat	None/None/CDFW-SSC	M
Mammal	*Myotis yumanensis*	Yuma myotis	None/None/None	M
Mammal	*Neotoma lepida intermedia*	San Diego desert woodrat	None/None/CDFW-SSC	E
Mammal	*Nyctinomops femorosaccus*	Pocketed free-tailed bat	None/None/CDFW-SSC	E
Mammal	*Nyctinomops macrotis*	big free-tailed bat	None/None/CDFW-SSC	M

***Status Legend:**

Federal
FE: Federally listed as endangered
FT: Federally listed as threatened
FPT: Federally proposed for listing as threatened

State
SE: State listed as endangered
ST: State listed as threatened

Other
CDFW-FP: California Fully Protected Species
CDFW-SSC: California Species of Special Concern

****Potential to Occur:** E = expected to occur within project site; M = moderate potential to occur within project site

Critical Habitat

There is no USFWS-designated critical habitat for listed plants mapped within the project site.

Critical habitat for the federally threatened western snowy plover is designated within the northern portion of the City at the west end of San Dieguito River Park (see Figure 6 in Appendix E). This 4-acre area provides essential nesting and foraging habitat for the western snowy plover and other sensitive shorebirds, supporting the species' recovery and regional biodiversity. The San Dieguito Lagoon is recognized as an important coastal wetland in the species' recovery plan, emphasizing the need for ongoing habitat protection and management. Projects with a federal nexus that may affect designated critical habitat require consultation with the USFWS and may be subject to additional mitigation requirements. Additional details about the critical habitat area are included in Appendix E.

Aquatic Resources

A variety of aquatic resources are present within the project site, most notably the Pacific Ocean along the western boundary and the San Dieguito Lagoon and floodplain system in the north (see Figure 7 in Appendix E). The lagoon complex supports a range of wetland types, including tidal salt marshes, brackish marshes, mudflats, freshwater marshes, and riparian corridors, each providing important habitat for fish, birds, amphibians, and other wildlife. Open water features such as lagoon channels and river mouths further enhance aquatic habitat diversity and serve as stopover points for migratory species. Collectively, these aquatic systems sustain local biodiversity, support wildlife movement, and contribute to water quality, flood management, and the City's scenic value. These aquatic systems are regulated by the USACE, RWQCB, and CDFW under applicable state and federal laws, ensuring protection of water quality, habitat functions, and ecological values.

Wildlife Movement and Connectivity

Wildlife corridors and habitat linkages are linear areas—such as greenbelts, refuge systems, or natural landforms—that connect larger blocks of habitat and facilitate the safe movement of mammals and other wildlife between areas. These corridors are essential for linking water, food, and cover resources, supporting gene flow, dispersal, and maintaining genetic diversity, which is especially important for small or isolated populations. In the project site, several natural features—including the San Dieguito Lagoon and River Valley, Crest Canyon, Los Peñasquitos Lagoon, coastal bluffs, and beaches—function as important movement corridors for a variety of species. These linkages support both resident and migratory wildlife, contributing to regional biodiversity within this recognized hotspot, despite the City's urbanized character and fragmented landscape.

3.2.2. Regulatory Framework

Implementation of the proposed project is subject to a comprehensive framework of federal, state, and local laws and policies designed to protect natural resources and regulate development activities.

Federal

Applicable federal regulatory requirements are listed below (see Section 2.1 of Appendix E for summary descriptions of each):

- Endangered Species Act (16 United States Code [USC] § 1531 et seq.)
- Migratory Bird Treaty Act (16 USC §§ 703–712)
- Bald and Golden Eagle Protection Act (16 USC §§ 668–668(d); 50 CFR Part 22)
- Clean Water Act (33 USC § 1251 et seq.)
- Fish and Wildlife Coordination Act (16 USC §§ 661–666)
- Magnuson-Stevens Fishery Conservation and Management Act (16 USC § 1801 et seq.)
- Marine Mammal Protection Act (16 USC § 1361 et seq.)
- Executive Order 13112 – Invasive Species
- Coastal Zone Management Act (16 USC §§ 1451–1466)

State

Applicable federal regulatory requirements are listed below (see Section 2.2 of Appendix E for summary descriptions of each):

- California Endangered Species Act (CESA) – Fish & Game Code §§ 2050–2116
- California Fish and Game Code § 1600 et seq. – Lake and Streambed Alteration Program
- California Fish and Game Code §§ 3503, 3503.5, 3513 – Nesting Birds and Birds of Prey
- California Fish and Game Code §§ 3511, 4700, 5050, 5515 – Fully Protected Species
- California Native Plant Protection Act (NPPA) – Fish & Game Code §§ 1900–1913
- Natural Community Conservation Planning Act (NCCPA) – Fish & Game Code §§ 2800–2835
- Porter-Cologne Water Quality Control Act – California Water Code Division 7, §13000 et seq.
- California Wetlands Policy
- California Coastal Act – Public Resources Code §§ 30000–30900

Local

The reader is referred to Sections 2.3.2 and 2.3.4 of Appendix E for summary descriptions of the City's Local Coastal Program (LCP) and the San Diego County Multiple Species Conservation Program, respectively. For chapters of the DMMC protecting biological resources, floodways, parklands, and natural open space areas within the City, see Section 2.4.3, Regulatory Requirements and Best Management Practices, in Chapter 2.0.

City of Del Mar Community Plan

The City of Del Mar Community Plan, which serves as its General Plan, is the guiding framework for land use, development, and resource conservation. It emphasizes sustainable growth, protection of scenic and ecological resources, and compatibility between development and the City's unique coastal setting. The plan aligns with the California Coastal Act and incorporates policies to manage pressures from housing demand, commercial development, and infrastructure needs while safeguarding sensitive habitats and open space areas. Specifically, the goals and policies applicable to the project include the protection of

designated open space areas, San Dieguito Lagoon and Floodway, and bluffs, slopes, and canyons. The following goals and policies are relevant in protecting biological resources:

Community Plan: Environmental Management

GOAL 1: Establish without delay a comprehensive program to preserve and acquire permanent open space sufficient to meet the long-range needs of the community, preserve and enhance natural resources, and protect areas and people susceptible to seismic and flooding hazards.

Objective E: Protect specific open space areas as shown on the Del Mar Environmental Management Plan.

Policy E.1. Preserve, as open space, areas such as the 100-year floodway and the beach bluffs west of the railroad tracks that are too hazardous to justify permanent construction.

Policy E.2. Preserve, as City-owned open space, areas desirable as City parks and preserves.

Policy E.3. Preserve, as open space, pending possible acquisition by other jurisdictions, areas of regional significance.

Policy E.4. Preserve and where necessary acquire easements for the protection of access to the beach and other public open space.

Policy E.5. Protect the scenic quality of the air space above the railroad tracks by allowing only railroad transportation and open space uses, and restrict stretches of right-of-way with adjacent landslide danger to single track usage.

Policy E.6. Control building, signing and paving on publicly owned open space so such use will not be objectionable to Del Mar residents.

Policy E.7. Open space areas should be managed with erosion control and pollution prevention measures in the forefront.

Objective H. CONSERVE the natural character of land, water, vegetative and wildlife resources within the community.

Policy H.11. Minimize or prevent development in hazard and resource areas with the following characteristics: flood potential; wetlands; riparian corridors and areas with a greater than 25% slope.

Objective I: Retain and enhance natural benefits within the San Dieguito River Floodway and Lagoon habitat.

Policy I-1. Establish a comprehensive master plan and management program for the lagoon including biological productivity potential, health controls, future water supply, the

preservation and enhancement of wildlife, and opportunities for educational and recreational enjoyment.

Policy I-2. Land use policies established within the San Dieguito River Floodway and Lagoon Habitat should be consistent with the long-range goal of returning the entire area to the natural lagoon condition.

Policy I-3. Identify public ownership and public use rights in the lagoon and tidelands and restrict therein uses inconsistent with such public rights.

Policy I-4. Support and continue education with regard to biological resource values of the lagoon ecosystem.

Policy I-5. Require the placement of beach quality sand on Del Mar beaches whenever beach quality sand results from the dredging of the San Dieguito lagoon. If placement within Del Mar is not needed or desirable, consideration shall be given to placement elsewhere within the Oceanside littoral cell or where exceptional biological benefits can be demonstrated.

Policy I-6. Require the proper disposal of less than beach quality sand in a manner that protects against the pollution of beaches, lagoons, or other waterways and minimizes as much as possible any potentially adverse environmental impacts that could result from the disposal.

Policy I-7. Prohibit the placement of sand in areas that may result in negative long-term impacts including, but not limited to, the filling of wetlands, the closing of the river mouth, or the disturbance of sensitive habitat near shore or in the lagoon unless exceptional biological benefits can be demonstrated.

Policy I-8. Prohibit any development, dredging, protective devices, and/or enhancement that would exacerbate flooding or erosion.

Policy I-9. Prohibit placement of fill within the effective flow area as delineated using the FESWNS (Federal Highway Administration, 1992) Model.

Policy I-10. Maintain existing public uses of the beach.

Policy I-11. Preserve the natural appearance and open space character of the river mouth region.

Policy I-12. Protect and enhance the biological resources of the river mouth region.

Policy I-13. Maintain existing east-west public access to the beach from Camino del Mar. Public access shall be enhanced provided that there are no significant negative impacts upon the natural appearance and/or biological resources of the river mouth region.

Policy I-14. Maintain existing lateral, north-south access to the beach without negatively impacting the beauty and biological resources of the river mouth region. Public access shall be

enhanced provided that there are no significant negative impacts upon the natural appearance and/or biological resources of the river mouth region.

Policy I-15. Mitigate for impacts that, while beneficial to the biological resources of the San Dieguito Lagoon, adversely impact public access. If lateral access across the river mouth is impacted by Lagoon restoration, access shall be enhanced between the beach and Camino del Mar both north and south of the San Dieguito River, including a pedestrian access connection over San Dieguito River.

Policy I-16. Preserve and, where necessary, acquire easements for the protection or enhancement of access to the beach and other public open space in the San Dieguito River mouth and Lagoon.

Policy I-17. Prohibit adverse environmental impacts from all types of uses and/or pollution including, but not limited to, public access, visual blight, noise, light, air, and water pollution.

Del Mar Municipal Code

The following chapters/sections of the DMMC are relevant for protecting biological resources, floodways, parklands, and natural open space areas within the City (see Section 2.4.3, Regulatory Requirements and Best Management Practices, in Chapter 2.0 for descriptions of each of these DMMC chapters/sections):

- Chapter 8.12 – San Dieguito Lagoon and River
- Chapter 23.50 – Trees
- Chapter 30.29 – Floodway Zone
- Chapter 30.30 – Public Parkland Zone
- Chapter 30.50 – Beach Overlay Zone
- Chapter 30.52 – Bluff, Slope, and Canyon Overlay Zone
- Chapter 30.53 – Lagoon Overlay Zone
- Chapter 30.53- Floodplain Overlay Zone
- Chapter 30.60 – Open Space Overlay Zone

3.2.3. Significance Thresholds

The State of California has developed guidelines to address the significance of biological impacts based on Appendix G of the CEQA Guidelines. The proposed project would have a significant impact related to biological resources if it would:

1. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or US Fish and Wildlife Service.

2. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by the California Department of Fish and Wildlife or US Fish and Wildlife Service.

3. Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means.

4. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors or impede the use of native wildlife nursery sites.

5. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.

6. Conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plan.

3.2.4. Project Impacts and Mitigation Measures

Candidate, Sensitive, or Special-Status Species

Impact 3.2-1	**The project would have a potentially adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or US Fish and Wildlife Service. Impacts would be less than significant with mitigation incorporated.**

Due to the programmatic nature of this PEIR, this analysis focuses on reasonably foreseeable impacts and establishes standards for individual CIP project review. The approach integrates baseline data from the Biological Resources Technical Report (Appendix E) and applies a screening-level evaluation of potential impacts associated with the CIP categories. The analysis utilizes a citywide biological sensitivity map to classify areas as high, moderate, or low sensitivity, based on regulatory status, ecological rarity, and potential for sensitive resources (Figure 3.2-3). A general description of each biological resources sensitive zone is provided below:

- **High Sensitivity Zone:** These areas contain the highest concentration of sensitive biological resources, such as wetlands, riparian habitats, rare vegetation communities, designated ESHAs, and known occurrences of special-status species. High Sensitivity Zones often overlap with regulatory overlays (e.g., Lagoon Overlay Zone, Bluff/Slope/Canyon Overlay Zone) and may include critical habitat, wildlife corridors, or protected tree species.

- **Moderate Sensitivity Zone:** This zone is mapped as a 100-foot buffer surrounding the High Sensitivity Zone. Its primary purpose is to provide an added layer of protection for the most sensitive biological resources by minimizing indirect impacts from adjacent development or activities. This buffer helps to maintain ecological integrity, reduce edge effects, and support habitat connectivity adjacent to high-value areas.

- **Low Sensitivity Zone:** This zone is generally characterized by developed or disturbed areas with limited biological resource value, such as urbanized parcels, maintained landscapes, or areas

lacking native vegetation. Due to the presence of the Moderate Sensitivity Zone buffer, these areas are not expected to overlap with High Sensitivity Zones. While these areas generally have limited habitat value, they may still contain biological resources that could support nesting birds and listed species that may occur in developed areas (e.g., monarch or Crotch's bumble bee).

Special-Status Plants

Construction Impacts

The majority of CIP projects would occur in previously developed or disturbed lands either within public rights-of-way associated with existing roadways or on City property. The approved CIP projects for FY 2026-2027 (included in Table 2-2 at the end of Chapter 2.0) were overlaid onto the biological sensitivity zones (see Figure 3.2-3). As shown in Figure 3.2-4a through Figure 3.2-4g, most of the existing public infrastructure and municipal facilities occur within the low biological resources sensitivity zone, and therefore most of the CIP projects would be located within the low biological resources sensitivity zone. Previously developed and disturbed areas occur within the low biological resources sensitivity zone, and special-status plant species are not expected to occur within that zone due to lack of suitable habitat. Accordingly, no impacts to special-status plant species or their habitat are anticipated for CIP projects occurring wholly within the low biological resources sensitivity zone.

Construction activities associated with CIP projects wholly or partially in the moderate and/or high biological resources sensitivity zones could potentially result in direct and/or indirect impacts to special-status plant species or their habitat. Plant species that only have a protection status of CRPR 3 or 4 (no other federal or state status) are not considered "rare" from a statewide perspective. Therefore, impacts to plant species ranked CRPR 3 and 4 would be less than significant since any populations identified on the project site would not represent a significant percentage of the population in terms of the ability for the species to persist.

The remaining 41 special-status plant species (those not ranked as only CRPR 3 or 4) are expected or have at least a moderate potential to occur in the project site: Nuttall's acmispon, California adolphia, Shaw's agave, singlewhorl burrobrush, San Diego ambrosia, aphanisma, Del Mar manzanita, Coulter's saltbush, south coast saltscale, Encinitas Baccharis, Nevin's barberry, golden-spined cereus, Lewis' evening-primrose, wart-stemmed ceanothus, southern tarplant, Orcutt's pincushion, salt marsh bird's-beak, Orcutt's spineflower, summer holly, San Diego sand aster, Del Mar Mesa sand aster, snake cholla, short-leaved dudleya, Palmer's goldenbush, sand-loving wallflower, cliff spurge, San Diego barrel cactus, Campbell's liverwort, beach goldenaster, decumbent goldenbush, San Diego marsh-elder, Coulter's goldfields, sea dahlia, willowy monardella, coast woolly-heads, Brand's star phacelia, Torrey pine, Nuttall's scrub oak, chaparral ragwort, bottle liverwort, and estuary seablite. During CIP project construction activities, potential impacts to these 41 special-status plant species and/or their habitat are anticipated to be minimal. Direct impacts may occur as a result of vegetation crushing and clearing. Short-term indirect impacts may include adverse edge effects adjacent to preserves and potential increases to invasive species. Given the programmatic nature of the project, impacts to special-status plant species not ranked as only CRPR 3 or 4 in the moderate and/or high biological resources sensitivity zones could be **potentially significant**.

Operational Impacts

After construction, operational activities would mostly be limited to continued, ongoing regular maintenance activities, although some of the facilities and open space CIP projects could include increased visitors to City facilities and parks. The continuation of ongoing routine maintenance activities would not impact special-status plant species. Additionally, given the developed nature of City facility and park sites, special-status plant species are not anticipated to occur, and operational impacts to special-status plant species would be **less than significant**.

Special-Status Wildlife

Construction Impacts

As previously stated, as shown in Figure 3.2-4a through Figure 3.2-4g, most of the existing public infrastructure and municipal facilities occur within the low biological resources sensitivity zone, and therefore most of the CIP projects would be located within the low biological resources sensitivity zone. Special-status wildlife species are not expected to occur within the low biological resources sensitivity zone due to lack of suitable habitat in previously developed and disturbed lands. Accordingly, no impacts to special-status wildlife species or their habitat are anticipated for CIP projects occurring wholly within the low biological resources sensitivity zone.

Construction activities wholly or partially in the moderate and/or high biological resources sensitivity zones could potentially result in direct and/or indirect impacts to special-status plant species or their habitat. Wildlife species that do not have a federal, state, or other protection status are not considered "rare" from a statewide perspective. Impacts to these species would be less than significant since any populations identified on the project site would not represent a significant percentage of the population in terms of the ability for the species to persist. Therefore, impacts to wildlife species without a federal, state, or other protection status would not be considered significant since any populations identified on site would not represent a significant percentage of the population in terms of the ability for the species to persist.

The remaining 25 special-status wildlife species (those with a federal, state, or other protection status) are expected or have at least a moderate potential to occur in the project site: Crotch's bumble bee, monarch butterfly, western spadefoot, southern California legless lizard, coastal whiptail, red-diamond rattlesnake, and coast horned lizard, tricolored blackbird, western snowy plover, white-tailed kite, yellow-breasted chat, Belding's savannah sparrow, coastal California gnatcatcher, light-footed Ridgway's rail, yellow warbler, and California least tern, pallid bat, Dulzura pocket mouse, Northwestern San Diego pocket mouse, Townsend's big-eared bat, spotted bat, western mastiff bat, San Diego desert woodrat, pocketed free-tailed bat, and big free-tailed bat. During CIP project construction activities, potential impacts to these 25 special-status wildlife species and/or their habitat are anticipated to be minimal. Direct impacts may occur as a result of vegetation crushing and clearing. Short-term indirect impacts may include noise generated by equipment, increased human presence, and adverse edge effects adjacent to open space areas. However, such indirect impacts are not anticipated to deter wildlife within and near work areas. Given the programmatic nature of the project, impacts to special-status wildlife species with a federal, state, or other protection status in the moderate and/or high biological resources sensitivity zones could be **potentially significant**.

Operational Impacts

After construction, the continuation of ongoing routine maintenance activities would not impact special-status wildlife species. Additionally, given the developed nature of City facility and park sites, special-status wildlife species are not anticipated to be deterred from a CIP project site or nearby during operational activities. As such, operational impacts to special-status wildlife species would be **less than significant**.

The existing UUDs, public infrastructure, municipal facilities, and open space were overlaid onto the biological sensitivity zones (see Figure 3.2-4a through Figure 3.2-4g). As shown in Figure 3.2-4a through Figure 3.2-4g, most of the existing public infrastructure and municipal facilities occur within the low biological resources sensitivity zone, and therefore most of the CIP projects would be located within the low biological resources sensitivity zone. It is also noted that most existing open space areas occurs within the high biological resources sensitivity zone.

Mitigation Measures:

BIO-1 **Biological Resources Technical Report.** Prior to clearing, grubbing, grading, or vegetation removal activities associated with CIP projects wholly and/or partially within moderate or high biological resource sensitivity zones as depicted in Figure 3.2-3, the City shall retain a qualified biologist to conduct a project-specific biological resources technical report. The report shall: (1) delineate vegetation communities and land covers, including riparian habitat or other sensitive natural communities; (2) identify aquatic resources including potential jurisdictional wetlands and non-wetlands waters of the US and/or State; (3) identify the extent or absence of habitat that may support special-status plants or wildlife; (4) evaluate the potential for direct and indirect impacts from proposed activities; (5) outline avoidance and minimization measures to avoid direct and indirect impacts; and (6) specify any additional compensatory mitigation measures to reduce direct and indirect impacts below a level of significance.

BIO-2 **Focused Special-Status Plant Surveys and Compensation.** Based on the results of the project-specific biological resources technical report conducted pursuant to BIO-1, if it is determined that there is a moderate or high potential for special-status plant species to occur in the construction area, a qualified biologist shall conduct a focused botanical survey for special-status plants during the appropriate bloom period for each species following the California Department of Fish and Wildlife's "*Protocols for Surveying and Evaluating Impacts to Special Status Native Plant Populations*." Focal species shall include plant species that are listed as threatened or endangered or are candidate species for listing under the federal and/or California Endangered Species Act, and/or are assigned as CRPR 1A, 1B, 2B, or 2B. If special-status species are not detected, no further surveys or mitigation would be necessary. If any individuals or populations are detected, the location(s) shall be mapped, and a mitigation and monitoring plan focused on compensating for impacts to special-status plants shall be developed and include the following elements and criteria:

- A description of any areas of habitat occupied by special-status plants to be preserved and/or removed by the project;
- Identification and evaluation of the suitability of on-site or off-site areas for preservation, restoration, enhancement or translocation;
- Analysis of species-specific requirements and considerations and specific criteria for success relative to the project's impact on this species and restoration, enhancement or translocation;
- A description of proposed methods of preservation, restoration, enhancement, and/or translocation;
- A description of specific performance standards, including a required replacement ratio and minimum success standard of 1:1 for impacted individuals or populations;
- A monitoring and reporting program to ensure mitigation success; and
- A description of adaptive management and associated remedial measures to be implemented in the event that performance standards are not achieved.

BIO-3 **Focused Special-Status Wildlife Surveys.** Based on the results of the project-specific biological resources technical report conducted pursuant to BIO-1, if it is determined that there is habitat suitable for special-status wildlife species in the construction area, a qualified biologist shall conduct a focused survey for special-status wildlife during the appropriate seasonal survey window for each species prior to any clearing, grubbing, grading, or vegetation removal activities. Focal species shall include wildlife species that are listed as threatened or endangered, or are candidate species for listing under the federal and/or California Endangered Species Acts.

If special-status species are not detected, no further surveys or mitigation is necessary. If any individuals are detected, the location(s) shall be mapped, and a mitigation and monitoring plan focused on compensating for impacts to special-status wildlife shall be developed and include the elements and criteria included in BIO-2.

BIO-4 **Preconstruction Wildlife Surveys.** Based on the results of the project-specific biological resources technical report conducted pursuant to BIO-1, if it is determined that there is habitat suitable for special-status wildlife species in the construction area, a qualified biologist shall conduct pre-construction surveys to determine if special-status wildlife species are present no more than two weeks prior to the beginning of clearing, grubbing, grading, or vegetation removal activities.

If special-status wildlife species are observed within the construction area prior to or during construction activities, the biologist shall relocate such individuals out of the area affected by construction activities to nearby habitat that has equivalent value to support

the species. The biologist shall identify suitable habitats as potential release sites prior to start of construction activities. If the special-status species is a federally- or state-listed as threatened or endangered, the biologist shall notify the USFWS and/or CDFW, as appropriate, prior to capture and relocation to obtain approval.

Species-specific survey requirements include:

- Coastal California Gnatcatcher: If construction activities occur within the coastal California gnatcatcher nesting season (February 15 to August 31), a qualified biologist shall survey for active nests within a 500-foot radius (or as practicable due to surrounding conditions, as determined by the biologist) within two weeks of noise-producing activity (including mobilization of construction equipment). If an active gnatcatcher nest is identified, the biologist shall notify the City and coordinate with the USFWS within 48 hours to determine if additional avoidance measures are necessary to prevent take. Such measures may include establishing buffers or delaying construction activities until nests are no longer occupied, as determined by a qualified biologist (DMMC § 30.92.050.B.5.d).

BIO-5 **Special-Status Species Avoidance and Construction Monitoring**. Based on the results of the project-specific biological resources technical report conducted pursuant to BIO-1, if it is determined that there is habitat suitable for special-status species in the construction area, prior to any clearing, grubbing, grading, or vegetation removal activities, high-visibility exclusion fencing shall be installed around all adjacent special-status species habitat identified during the preconstruction surveys within the project work areas and surrounding 300 feet, as feasible (if 300 feet is not feasible, then at a distance deemed appropriate by the qualified biologist). Exclusion fencing shall be located so as to preclude encroachment within the root-zone of any special-status plants by construction crews or vehicles. Exclusion fencing shall be retained during project construction. A biological monitor shall accompany the work crew during installation of fencing to prevent harm to species that may be active present and moving along the fence route.

A qualified biologist shall monitor vegetation removal and ground-disturbing activities (i.e., clearing, grubbing, grading) during all work hours for off-pavement work or once a week for all other construction activities. During the avian breeding season (February 1 through August 31), the monitor shall check the exclusion fencing and buffers for active nesting birds once a week, and shall verify when juveniles have fledged if found present prior to the start of construction (see BIO-6). The biologist shall have stop-work authority in the event that a special-status species is found within the active construction footprint. During construction, the biological monitor shall keep a daily observation log and a photo log to describe monitoring activities, remedial actions, non-compliance, and other issues and actions taken.

BIO-6 **Sensitive Vegetation Communities Compensation.** Based on the results of the project-specific biological resources technical report conducted pursuant to BIO-1, if direct

impacts to sensitive vegetation communities occur, the City shall mitigate via on-site and/or off-site measures. On-site measures shall include rehabilitation for areas temporarily impacted at a 1:1 mitigation ratio, and enhancement for areas permanently impacted at a 2:1 mitigation ratio. Areas temporarily impacted shall be returned to conditions similar to those that existed prior to grading and/or ground-disturbing activities. Areas permanently impacted shall be mitigated through on-site enhancement activities including removal of non-native and invasive species for a minimum of three years. If additional area is needed to compensate for permanent impacts at a 2:1 ratio, then an off-site location will be identified and evaluated. A Habitat Mitigation and Monitoring Plan shall be prepared and implemented to compensate for the loss of all sensitive vegetation communities (see below).

The Habitat Mitigation and Monitoring Plan shall detail the habitat restoration activities and shall specify the criteria and standards by which the revegetation and restoration actions will compensate for impacts of the proposed project on sensitive vegetation communities and shall at a minimum include discussion of the following:

- The rehabilitation and enhancement objectives, type, and amount of revegetation to be implemented taking into account enhanced areas where non-native invasive vegetation is removed and replanting specifications that take into account natural regeneration of native species when applicable.
- The specific methods to be employed for revegetation.
- Success criteria, monitoring requirements, and adaptive management strategies to ensure vegetation community restoration success.

Level of Significance: Less than significant with mitigation incorporated.

Riparian Habitat and Sensitive Natural Communities

Impact 3.2-2	**The project would have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by the California Department of Fish and Wildlife or US Fish and Wildlife Service. Impacts would be less than significant with mitigation incorporated.**

Construction Impacts

Sensitive natural communities within the project site include coastal salt marsh, southern maritime chaparral, southern willow scrub, and Torrey pine forest. The majority of CIP projects would occur in previously developed or disturbed lands either within public rights-of-way associated with existing roadways or on City property. Additionally, sensitive natural communities are not expected to occur within the low biological resources sensitivity zone due to lack of suitable habitat in previously developed and disturbed lands. Accordingly, no impacts to riparian habitat or other sensitive natural communities are anticipated for CIP projects occurring wholly within the low biological resources sensitivity zone.

Construction activities wholly or partially in the moderate and/or high biological resources sensitivity zones could potentially result in direct and/or indirect impacts to sensitive natural communities. Direct impacts to sensitive vegetation communities may occur as a result of vegetation crushing and clearing. Short-term indirect impacts may include adverse edge effects adjacent to open space areas and potential increases to invasive species. Pursuant to the DMMC, revegetation requirements for areas within the Lagoon Overlay Zone (DMMC § 30.53.160), for all land disturbance activities (DMMC § 11.30.140.D.2), and to avoid the use of invasive species (DMMC § 30.92.050.B.4) would be incorporated, as applicable, to reduce the potential for adverse effects. Given the programmatic nature of the project, impacts to riparian habitat and/or other sensitive natural communities in the moderate and/or high biological resources sensitivity zones could be **potentially significant**.

Operational Impacts

After construction, the continuation of ongoing routine maintenance activities would not impact sensitive natural communities. Additionally, given the developed nature of City facility and park sites, sensitive natural communities are not anticipated to occur. As such, operational impacts to riparian habitat and/or other sensitive natural communities would be **less than significant**.

Mitigation Measures: BIO-1 and BIO-6 (see above).

Level of Significance: Less than significant with mitigation incorporated.

Wetlands

Impact 3.2-3	**The project would not have a potentially substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means. Impacts would be less than significant with mitigation incorporated.**

Construction Impacts

Wetlands are protected within the City through a series of policies and ordinances, including DMMC §§ 30.92.050.B.2.a and 30.53.080 through 30.53.100. These provisions require preservation and restoration of wetlands and establishment of buffers (typically 100 feet, reducible to 50 feet through a Coastal Development Permit and Conditional Use Permit, with concurrence from CDFW based on site-specific findings made by the Planning Commission pursuant to DMMC § 30.53.100.B). Wetlands within the City are concentrated near San Dieguito Lagoon and River, beaches, and coastal bluffs, which correspond to the high biological resources sensitivity zone (Figure 3.2-3). The moderate biological resources sensitivity zone provides additional buffers. Potential direct impacts to state or federally protected wetlands may occur as a result of trenching and other grading activities. Short-term indirect impacts may include adverse edge effects adjacent to riparian areas and potential increases to invasive species. Given the programmatic nature of the project, impacts to state or federally protected wetlands in the moderate and/or high biological resources sensitivity zones could be **potentially significant**.

State and federally protected wetlands are not expected to occur within the low biological resources sensitivity zone due to lack of suitable habitat in previously developed and disturbed lands. Accordingly,

no impacts to state or federally protected wetlands are anticipated for CIP projects occurring wholly within the low biological resources sensitivity zone.

Operational Impacts

After construction, the continuation of ongoing routine maintenance activities would not impact state or federally protected wetlands. Additionally, given the developed nature of City facility and park sites, wetlands are not anticipated to occur. Operational activities also would be required to comply with the City's wetland protection policies and ordinances. As such, operational impacts to state or federally protected wetlands would be **less than significant**.

Mitigation Measures:

In addition to mitigation measures BIO-5 and BIO-6 (above), implementation of the following mitigation measures would minimize potentially significant impacts to state and federally protected wetlands associated with construction:

BIO-7 **Aquatic Resources Delineation, Avoidance, and Compensation.** Based on the results of the project-specific biological resources technical report conducted pursuant to BIO-1, if it is determined that there are aquatic resources in the construction area, a qualified biologist shall conduct a formal aquatic resources jurisdictional delineation to determine the extent of jurisdictional aquatic resources regulated by the US Army Corps of Engineers, Regional Water Quality Control Board, and/or CDFW within the impact area.

CIP projects shall be designed to avoid jurisdictional aquatic resources regulated by the US Army Corps of Engineers, Regional Water Quality Control Board, and CDFW through design changes or implementation of alternative construction methodologies. Staking, flagging, and/or fencing shall be established to demarcate no-work areas, which shall include Jurisdictional aquatic resources plus the required buffer established by the applicable regulatory agencies (typically, a minimum 100-foot buffer), to be avoided.

For CIP projects that will directly or indirectly impact jurisdictional aquatic resources, the City shall obtain the required federal and/or state permits from the US Army Corps of Engineers, Regional Water Quality Control Board, and/or CDFW, pursuant to Sections 404 and 401 of the Clean Water Act and Section 1600 et seq. of the California Fish and Game Code, respectively. Permits are required to be obtained by the City before the impact to the resources. Permits may include additional conditions of approval, such as compensatory mitigation.

Level of Significance: Less than significant with mitigation incorporated.

Wildlife Movement, Wildlife Corridors, and Native Wildlife Nursery Sites

Impact 3.2-4	**The project would not substantially interfere with the movement of native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites. Impacts would be less than significant.**

Wildlife movement through the project site is generally limited to east/west movement in the San Dieguito Lagoon and River in the northern portion of the City and Los Peñasquitos Lagoon and River adjacent to and south of the City. Due to development north and south of these linear landscape features, north/south wildlife movement is constrained, creating two wildlife corridors connecting the coast with inland habitats. These corridors support a diversity of aquatic and terrestrial species, including migratory birds, amphibians, reptiles, and mammals. The lagoons' wetlands and adjacent uplands are recognized as important habitat for both resident and migratory wildlife. North/south wildlife movement occurs unconstrained along the open space of the beach and coastal bluffs along the western boundary of the City, while north/south wildlife movement is more constrained through the Crest Canyon Open Space Park to the east of the City due to development south of the park.

The majority of CIP projects would occur in previously developed or disturbed lands either within public rights-of-way associated with existing roadways or on City property. These limited spatial impacts would not permanently affect the extent or resource availability of the San Dieguito Lagoon and River wildlife corridor or Crest Canyon Open Space Park. Temporary indirect impacts such as construction noise associated with CIP projects that occur adjacent to open space areas are not anticipated to deter wildlife using these wildlife corridors. Therefore, direct and indirect impacts to wildlife corridors and movement during construction activities would be less than significant.

Nesting birds within all biological resources sensitivity zones are protected pursuant to the federal Migratory Bird Treaty Act (MBTA) of 1918 and the California Fish and Game Code (CFGC). If an active bird nest is destroyed or if construction activities result in indirect impacts to nesting birds (e.g., nest abandonment, loss of reproductive effort), it is considered "take" and is potentially punishable by fines and/or imprisonment. Trees and other vegetation within any of the project site's biological resources sensitivity zones provide suitable nesting opportunities for a variety of bird species. However, construction of the CIP projects would require compliance with the MBTA and CFGC. Therefore, take of nesting birds (resident and migratory species) would not occur and impacts would be **less than significant**.

Mitigation Measures: None required.

Level of Significance: Less than significant.

Local Policies or Ordinances Protecting Biological Resources

Impact 3.2-5	**The project would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance. Impacts would be less than significant.**

DMMC Chapter 8.12 regulates activities within the San Dieguito Lagoon and San Dieguito River areas to protect sensitive habitats and wildlife. The ordinance prohibits boating, fishing, and other disturbances within designated areas and requires compliance with posted restrictions and signage. CIP projects occurring within or adjacent to these areas must avoid prohibited activities and prevent habitat degradation, consistent with Chapter 8.12 provisions.

The majority of construction activities associated with the proposed project would occur on City property or within public rights-of-way or along existing roadways. As such, implementation of the CIP projects could result in the removal or substantial alteration of a protected tree, as defined by the City's Tree Preservation Ordinance (DMMC Chapter 23.50). Pursuant to the Tree Preservation Ordinance, a "protected tree" is defined as: (1) a Torrey pine (*Pinus torreyana*); (2) a Monterey cypress (*Cupressus macrocarpa*); (3) any tree located within the Central Commercial (CC) Zone, Open Space (OS) Overlay Zone, public right-of-way, or City-owned property that meet the ordinance's size criteria (single trunk equal to or less than 20 inches circumference or multi-trunk equal to or less than 30 inches, measured 2 feet above ground); and (4) any tree planted as mitigation for prior removals.

DMMC Chapter 30 establishes zoning and Local Coastal Program regulations that protect sensitive biological resources and ESHA and requires a Coastal Development Permit in certain circumstances. Development within these areas must comply with overlay zone requirements designed to avoid or minimize impacts to native vegetation, wildlife habitat, and scenic resources. The relevant overlay zones include (see Section 2.4.3, Regulatory Requirements and Best Management Practices, in Chapter 2.0 for descriptions of each of these DMMC chapters/sections):

- 30.29 – Floodway Zone: Regulates development in flood-prone areas to protect riparian habitat and maintain natural hydrology.
- 30.30 – Public Parkland Zone: Preserves public parkland and associated habitat values.
- 30.52 – Bluff, Slope, and Canyon Overlay Zone: Protects coastal bluffs, steep slopes, and canyon habitats from erosion and habitat loss.
- 30.53 – Lagoon Overlay Zone: Safeguards the San Dieguito Lagoon and adjacent wetlands, requiring measures to prevent habitat degradation such as wetland buffers.
- 30.60 – Open Space Overlay Zone: Maintains open space areas for habitat conservation and scenic resource protection.
- 30.92.040 – Protection of Environmentally Sensitive Habitat Areas: Ensures long-term protection and integrity through siting requirements, buffers, and legal protection mechanisms.

CIP projects occurring within or adjacent to these zones must avoid prohibited activities and prevent habitat degradation, consistent with DMMC Chapter 30 provisions.

Because the CIP projects would be required to comply with the requirements set forth in the applicable chapters/sections of the DMMC, impacts would be result in **less than significant**.

Mitigation Measures: None required.

Level of Significance: Less than significant.

Adopted Habitat Conservation Plan, Natural Community Conservation Plan, or Other Approved Local, Regional, or State Habitat Conservation Plan

Impact 3.2-6	**The project would not conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plan. No impact would occur.**

The San Diego County MSCP is a comprehensive, long-term habitat conservation plan designed to protect multiple species and their habitats by establishing a regional preserve system in southwestern San Diego County. The City is a signatory to the MSCP and has prepared a draft Subarea Plan; however, the Subarea Plan has not yet been approved or adopted. Because the City's Subarea Plan has not yet been adopted, there is no approved local habitat conservation plan applicable to the City at this time. Therefore, implementation of the CIP projects would not conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plan. **No impact** would occur.

Mitigation Measures: None required.

Level of Significance: No impact.

Cumulative Impacts

Impact 3.2-7	**The cumulative projects would not result in a significant cumulative impact related to biological resources. Project impacts would not be cumulatively considerable.**

The anticipated impacts associated with the proposed project in conjunction with cumulative development in the City included in Table 3-1, Cumulative Projects, may result in incremental habitat loss, fragmentation, or disturbance to special-status plant and wildlife species, sensitive natural communities, wetlands, and wildlife corridors. Each cumulative project would require separate discretionary permit approval and evaluation under CEQA, which would address potential biological resource impacts. However, most cumulative projects are in previously disturbed or urbanized areas (i.e., in the low biological resources sensitivity zone; see Figure 3.2-3), and those near sensitive habitats are subject to regulatory requirements and mitigation measures, similar to the proposed project. With these controls in

place, the combined effects of the proposed project and other cumulative projects are expected to result in **less than significant cumulative impacts** to biological resources.

Mitigation Measures: None required.

Level of Significance: Less than significant cumulative impacts; project impacts would not be cumulatively considerable.



Legend

Project Site

Vegetation Communities and Land Cover Types

- 11000 Non-Native Vegetation
- 11300 Disturbed Habitat
- 12000 Urban/Developed
- 21230 Southern Foredunes
- 31200 Southern Coastal Bluff Scrub
- 32500 Diegan Coastal Sage Scrub
- 32510 Diegan Coastal Sage Scrub: Coastal form
- 37120 Southern Mixed Chaparral
- 42200 Non-Native Grassland
- 52120 Southern Coastal Salt Marsh
- 52410 Coastal and Valley Freshwater Marsh
- 63320 Southern Willow Scrub
- 64000 Unvegetated Habitat
- 64100 Open Water
- 64112 Intertidal
- 64130 Estuarine
- 64140 Freshwater
- 64300 Saltpan/Mudflats
- 64400 Beach
- 83140 Torrey Pine Forest

Michael Baker INTERNATIONAL

0 300 600 US Feet

Source: Esri, ArcGIS Online, City of Del Mar, San Diego County

CITY OF DEL MAR CIP STREAMLINING PROJECT
PROGRAM ENVIRONMENTAL IMPACT REPORT

Vegetation Communities Map

Figure 3.2-1a

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Legend

Project Site

Vegetation Communities and Land Cover Types

- 11300 Disturbed Habitat
- 12000 Urban/Developed
- 32400 Maritime Succulent Scrub
- 32500 Diegan Coastal Sage Scrub
- 37120 Southern Mixed Chaparral
- 37C30 Southern Maritime Chaparral
- 42200 Non-Native Grassland
- 52120 Southern Coastal Salt Marsh
- 61320 Southern Arroyo Willow Riparian Forest
- 63000 Riparian Scrubs
- 64000 Unvegetated Habitat
- 64400 Beach
- 83140 Torrey Pine Forest

Michael Baker INTERNATIONAL

0 300 600 US Feet

Source: Esri, ArcGIS Online, City of Del Mar, San Diego County

CITY OF DEL MAR CIP STREAMLINING PROJECT
PROGRAM ENVIRONMENTAL IMPACT REPORT

Vegetation Communities Map

Figure 3.2-1b

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Legend

- Project Site
- Beach Overlay Zone
- Floodplain Overlay Zone
- Lagoon Overlay Zone
- Bluff, Slope, and Canyon Overlay Zone
- Coastal Bluffs

Michael Baker INTERNATIONAL

0 0.25 0.5 Miles

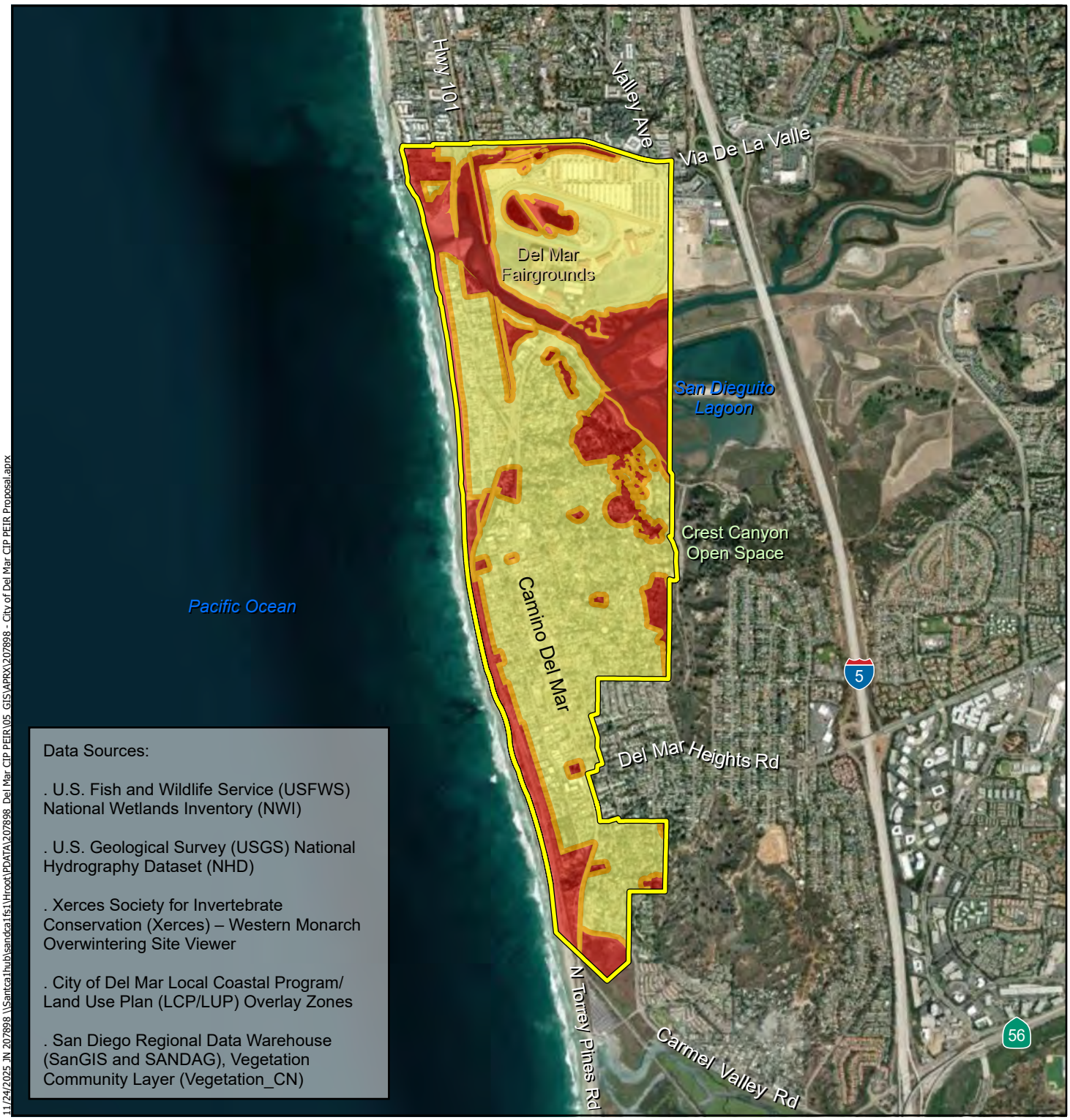
Source: Esri, ArcGIS Online, City of Del Mar, San Diego County

CITY OF DEL MAR CIP STREAMLINING PROJECT
PROGRAM ENVIRONMENTAL IMPACT REPORT

Del Mar Sensitive Area Overlay Zones

Figure 3.2-2

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Legend

Project Site

Biological Resources Sensitivity Zones

- High Sensitivity Zone
- Moderate Sensitivity Zone
- Low Sensitivity Zone

CITY OF DEL MAR CIP STREAMLINING PROJECT
PROGRAM ENVIRONMENTAL IMPACT REPORT

Michael Baker INTERNATIONAL

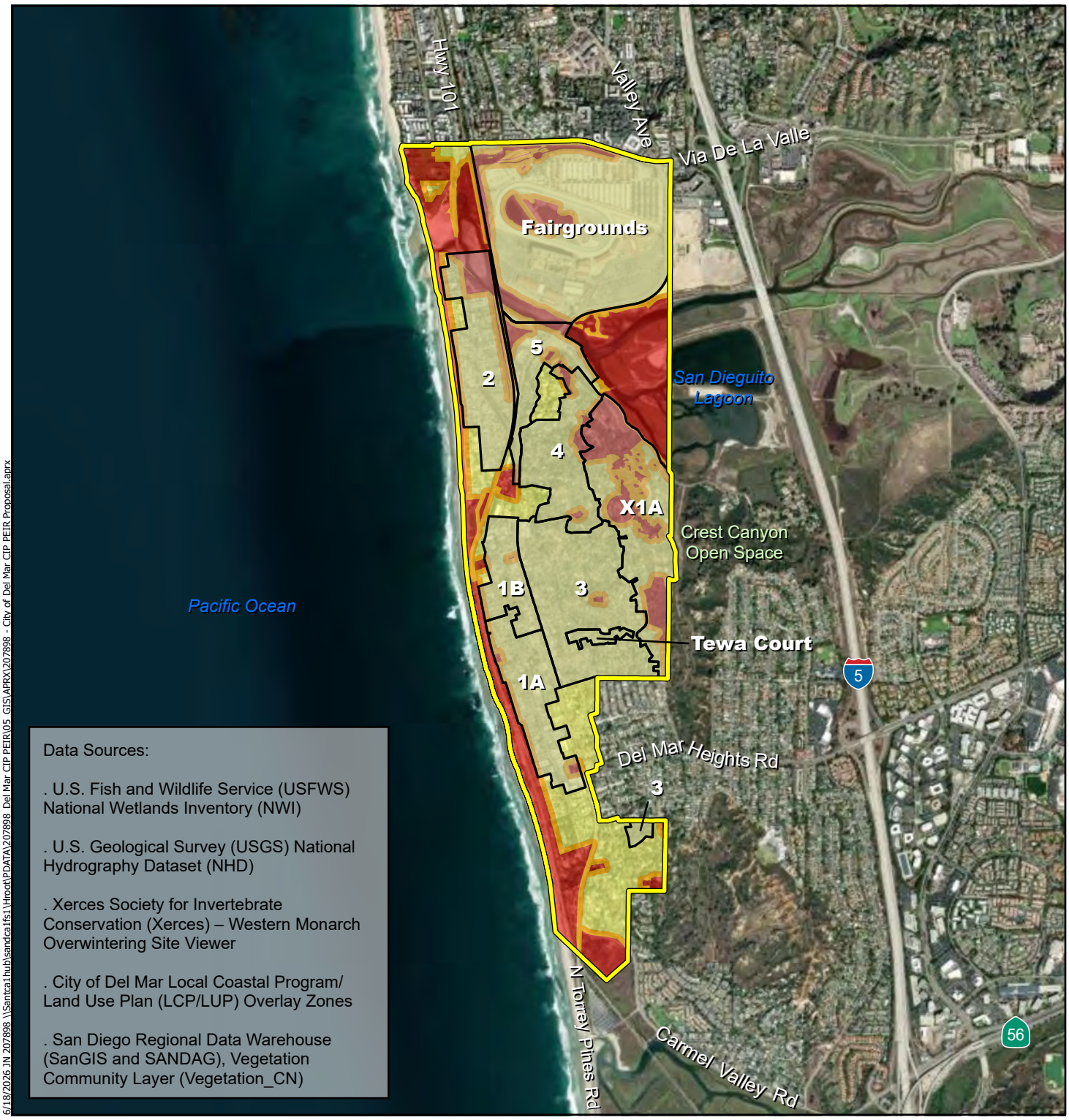
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Biological Resources Sensitivity Zones

Source: Esri, ArcGIS Online, USFWS, USGS, City of Del Mar, San Diego County, Xerces Society Western Monarch Count. 2025. Western Monarch Count Data, 1997-2025

Figure 3.2-3

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Legend

- Project Site
- Undergrounding Program Districts Boundaries

Biological Resources Sensitivity Zones

- High Sensitivity Zone
- Moderate Sensitivity Zone
- Low Sensitivity Zone

Michael Baker INTERNATIONAL

0 0.25 0.5 Miles

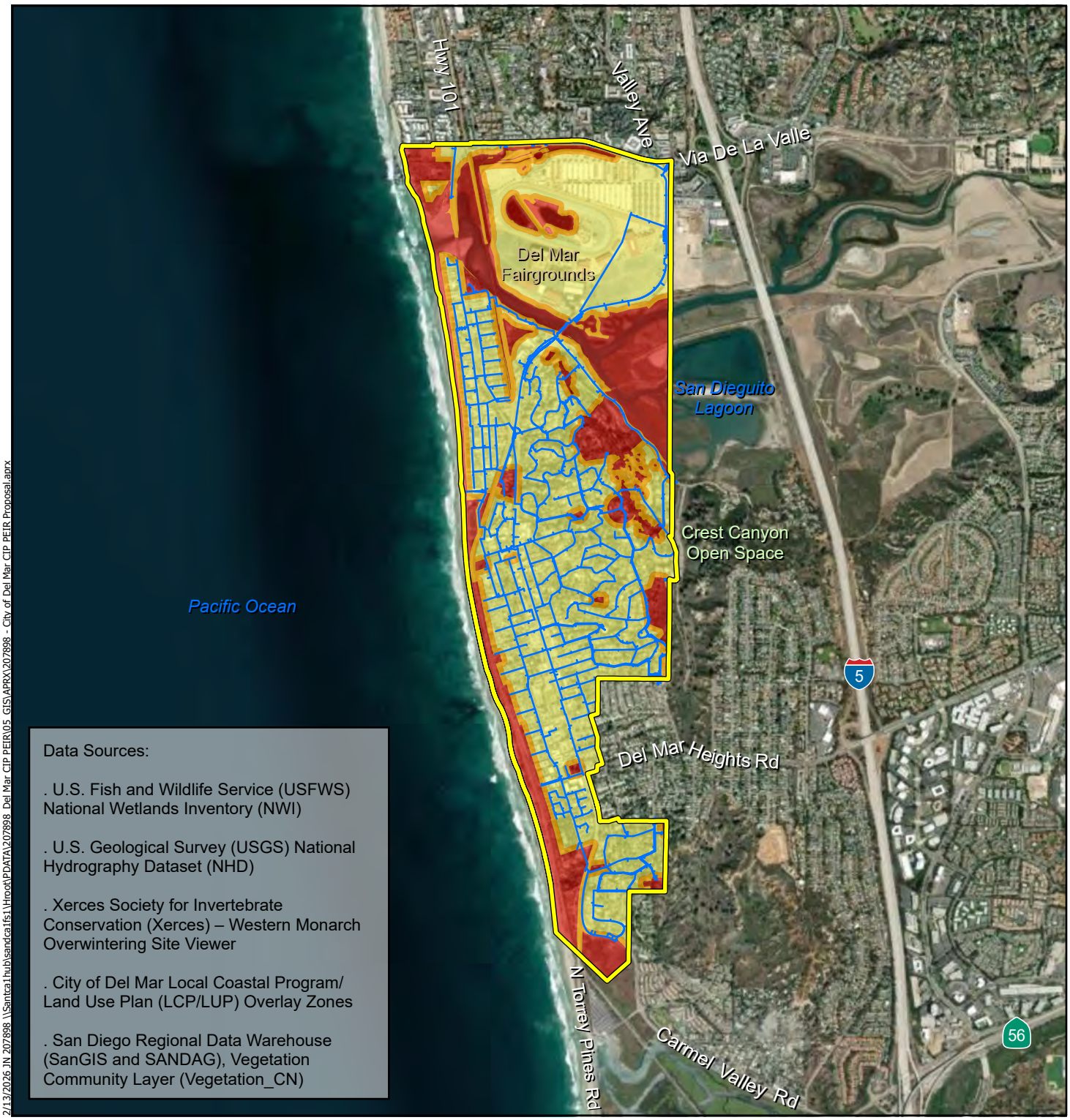
Source: Esri, ArcGIS Online, USFWS, USGS, City of Del Mar, San Diego County, Xerces Society Western Monarch Count. 2025. Western Monarch Count Data, 1997-2025

CITY OF DEL MAR CIP STREAMLINING PROJECT
PROGRAM ENVIRONMENTAL IMPACT REPORT

Undergrounding Program Districts Within Biological Resources Sensitivity Zones

Figure 3.2-4a

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Legend

- Water Line
- Project Site

Biological Resources Sensitivity Zones

- High Sensitivity Zone
- Moderate Sensitivity Zone
- Low Sensitivity Zone

CITY OF DEL MAR CIP STREAMLINING PROJECT
PROGRAM ENVIRONMENTAL IMPACT REPORT

Michael Baker INTERNATIONAL

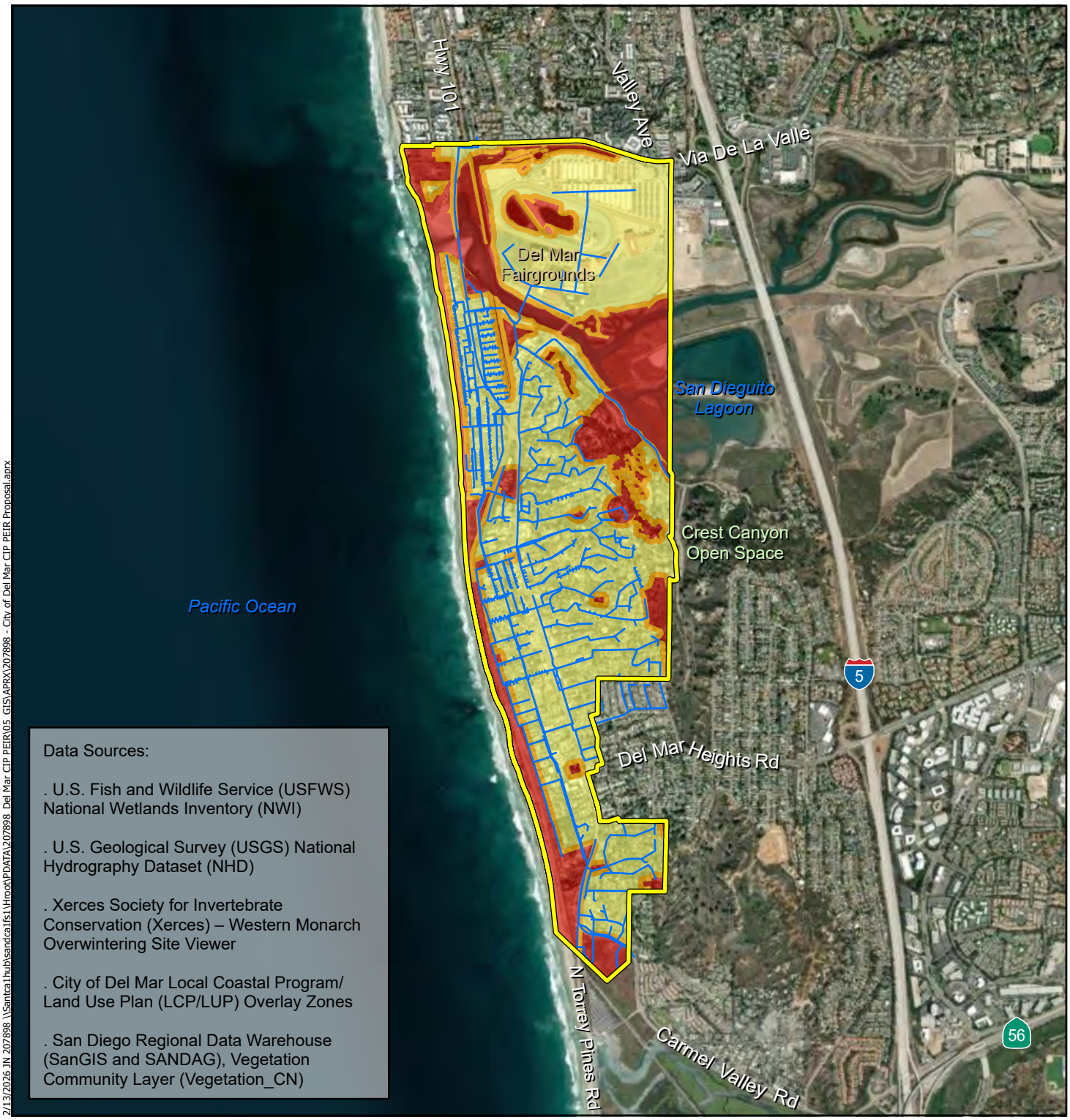
0 0.25 0.5 Miles

Source: Esri, ArcGIS Online, USFWS, USGS, City of Del Mar, San Diego County, Xerces Society Western Monarch Count. 2025. Western Monarch Count Data, 1997-2025

Existing Water Infrastructure Within Biological Resources Sensitivity Zones

Figure 3.2-4b

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Legend

- Wastewater Line
- Project Site

Biological Resources Sensitivity Zones

- High Sensitivity Zone
- Moderate Sensitivity Zone
- Low Sensitivity Zone

0 0.25 0.5 Miles

Source: Esri, ArcGIS Online, USFWS, USGS, City of Del Mar, San Diego County, Xerces Society Western Monarch Count. 2025. Western Monarch Count Data, 1997-2025

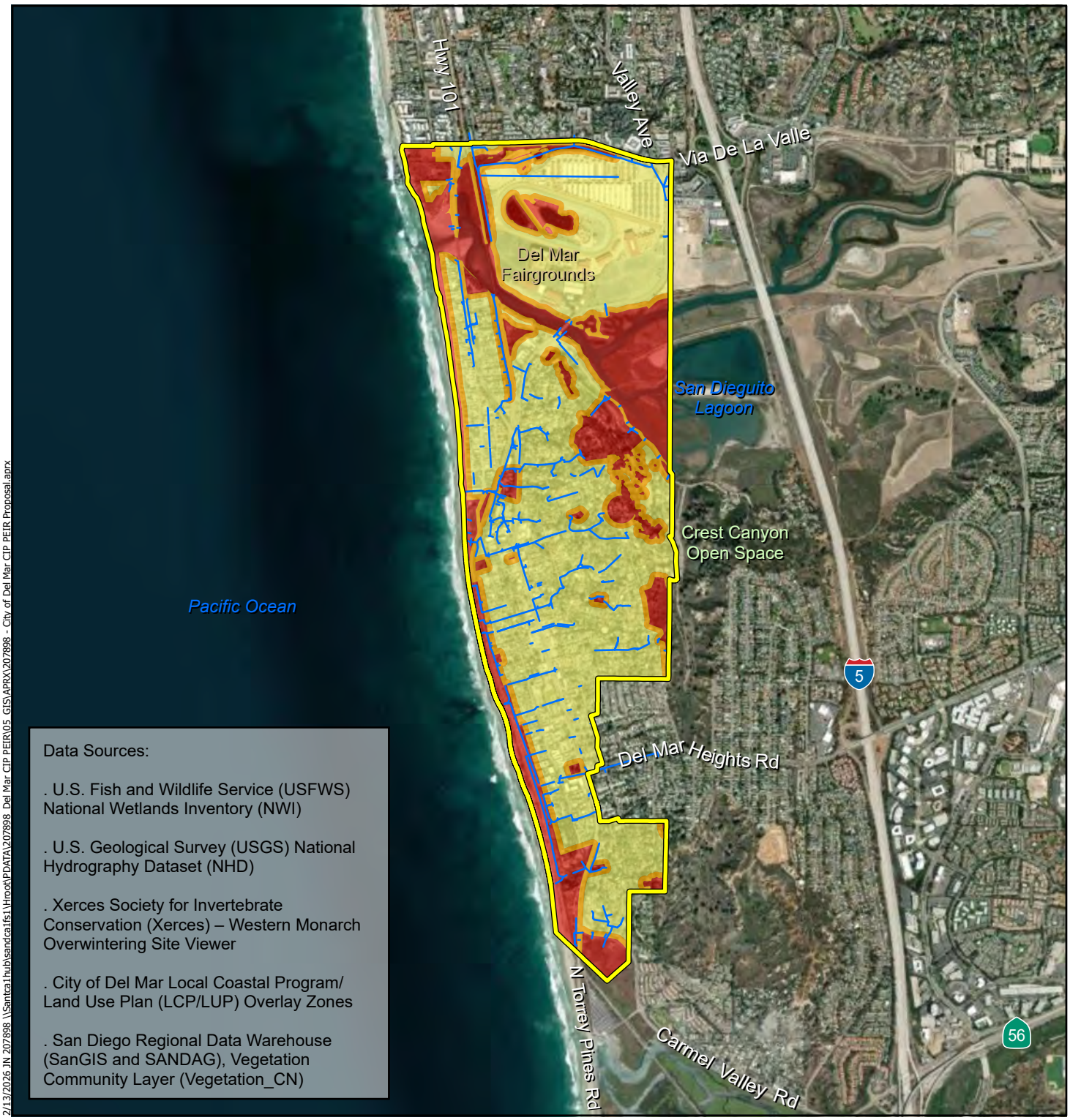
Michael Baker INTERNATIONAL

CITY OF DEL MAR CIP STREAMLINING PROJECT
PROGRAM ENVIRONMENTAL IMPACT REPORT

Existing Wastewater Infrastructure Within Biological Resources Sensitivity Zones

Figure 3.2-4c

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Legend

- Storm Water Line
- Project Site

Biological Resources Sensitivity Zones

- High Sensitivity Zone
- Moderate Sensitivity Zone
- Low Sensitivity Zone

0 0.25 0.5 Miles

Source: Esri, ArcGIS Online, USFWS, USGS, City of Del Mar, San Diego County, Xerces Society Western Monarch Count. 2025. Western Monarch Count Data, 1997-2025

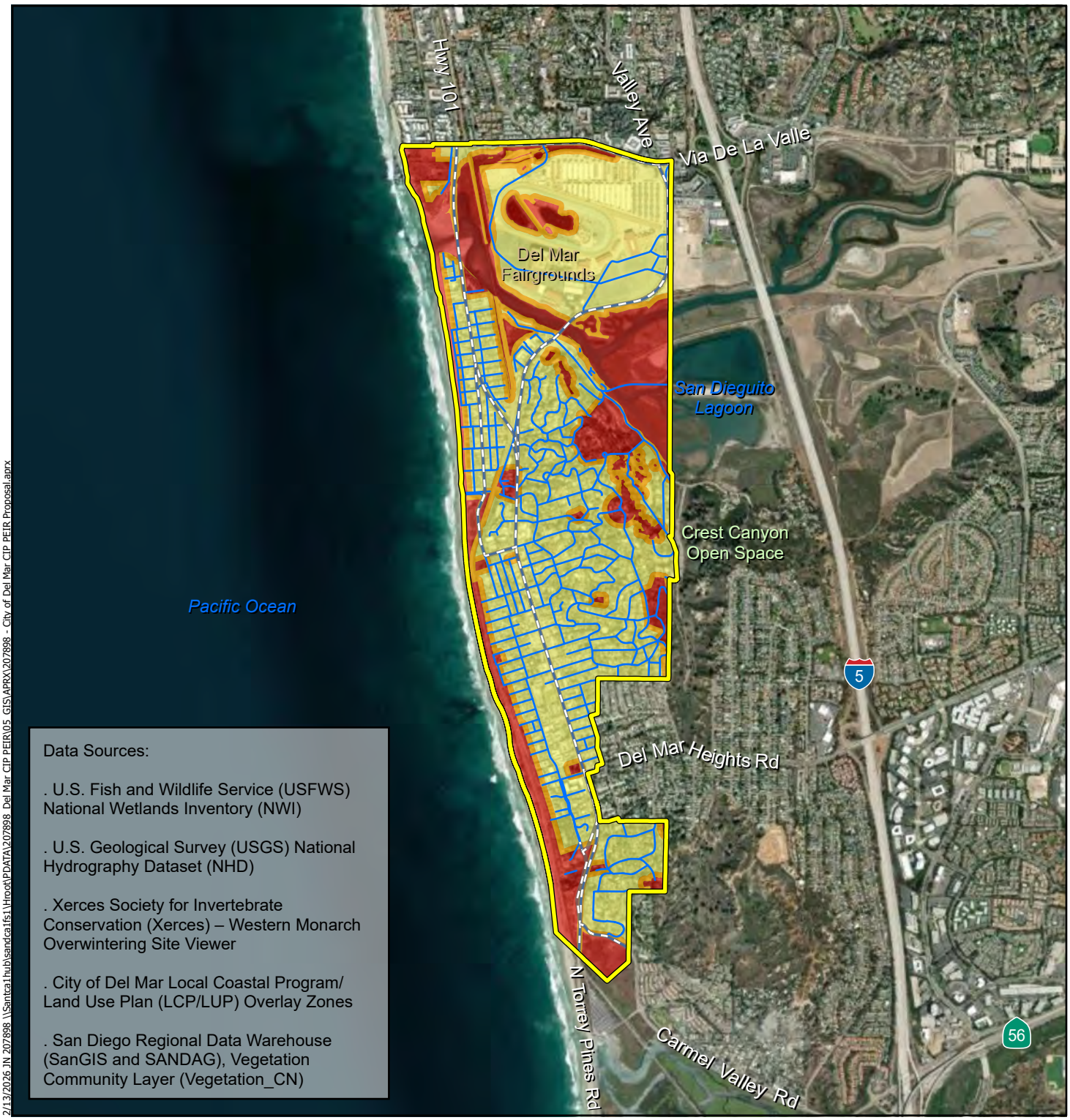
Michael Baker INTERNATIONAL

CITY OF DEL MAR CIP STREAMLINING PROJECT
PROGRAM ENVIRONMENTAL IMPACT REPORT

Existing Storm Water Infrastructure Within Biological Resources Sensitivity Zones

Figure 3.2-4d

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Legend

- Roads
- Bikeways
- Project Site

Biological Resources Sensitivity Zones

- High Sensitivity Zone
- Moderate Sensitivity Zone
- Low Sensitivity Zone

CITY OF DEL MAR CIP STREAMLINING PROJECT
PROGRAM ENVIRONMENTAL IMPACT REPORT

Michael Baker INTERNATIONAL

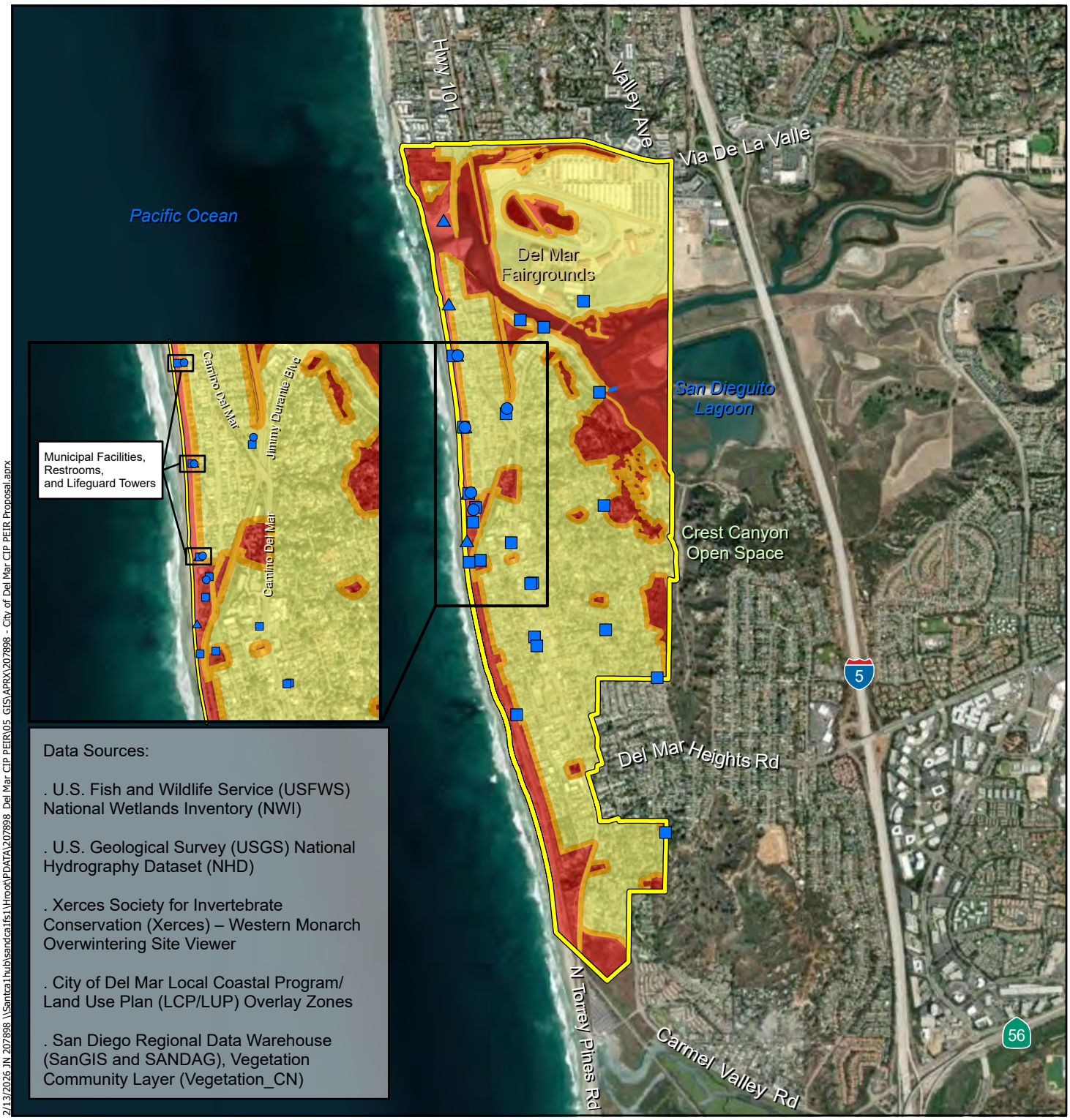
0 0.25 0.5 Miles

Source: Esri, ArcGIS Online, USFWS, USGS, City of Del Mar, San Diego County, Xerces Society Western Monarch Count. 2025. Western Monarch Count Data, 1997-2025

Existing Streets Infrastructure Within Biological Resources Sensitivity Zones

Figure 3.2-4e

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Legend

- Project Site
- Lifeguard Towers
- Municipal Facilities
- Restrooms
- Bridges

Biological Resources Sensitivity Zones

- High Sensitivity Zone
- Moderate Sensitivity Zone
- Low Sensitivity Zone

CITY OF DEL MAR CIP STREAMLINING PROJECT
PROGRAM ENVIRONMENTAL IMPACT REPORT

Existing Municipal Facilities Within Biological Resources Sensitivity Zones

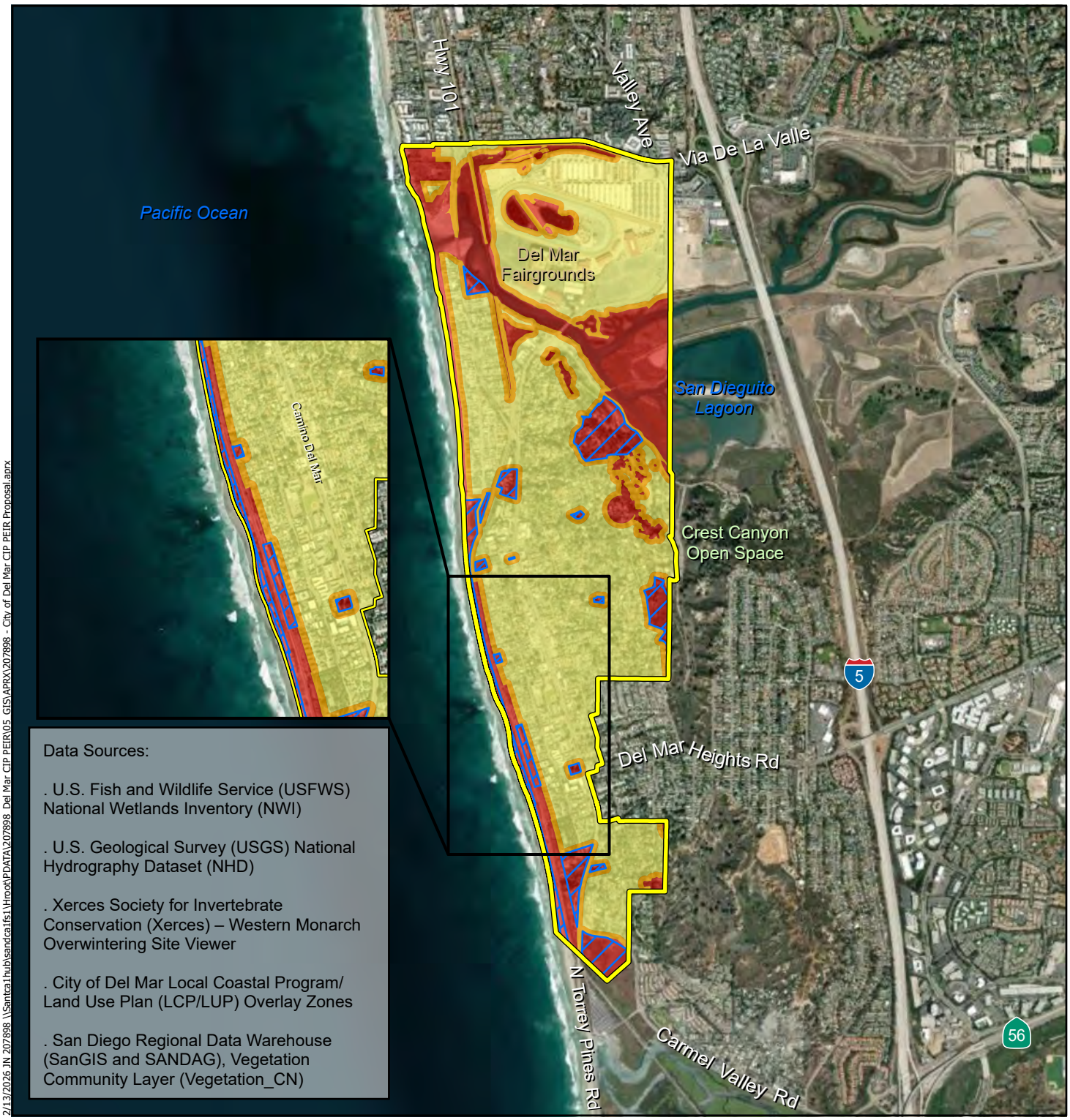
Michael Baker INTERNATIONAL

0 0.25 0.5 Miles

Source: Esri, ArcGIS Online, USFWS, USGS, City of Del Mar, San Diego County, Xerces Society Western Monarch Count. 2025. Western Monarch Count Data, 1997-2025

Figure 3.2-4f

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Legend

- Project Site
- Open Space

Biological Resources Sensitivity Zones

- High Sensitivity Zone
- Moderate Sensitivity Zone
- Low Sensitivity Zone

CITY OF DEL MAR CIP STREAMLINING PROJECT
PROGRAM ENVIRONMENTAL IMPACT REPORT

Michael Baker INTERNATIONAL

0 0.25 0.5 Miles

Source: Esri, ArcGIS Online, USFWS, USGS, City of Del Mar, San Diego County, Xerces Society Western Monarch Count. 2025. Western Monarch Count Data, 1997-2025

Existing Open Space Within Biological Resources Sensitivity Zones

Figure 3.2-4g

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3.3. Cultural Resources

Cultural resources include places, objects, and settlements that reflect group or individual religious, archaeological, architectural, or paleontological activities. Such resources provide information on scientific progress, environmental adaptations, group ideology, or other human advancements. By statute, CEQA is primarily concerned with two classes of cultural resources: "historical resources," which are defined in Public Resources Code (PRC) Section 21084.1 and CEQA Guidelines Section 15064.5; and "unique archaeological resources," which are defined in PRC Section 21083.2

This section discusses the environmental setting, existing conditions, regulatory context, and potential impacts of the proposed project in relation to historical and archaeological resources. Tribal cultural resources are evaluated in Section 3.7 of this PEIR.

This section is based on technical data and analysis from the following:

- *Programmatic Cultural and Paleontological Resources Assessment – City of Del Mar Capital Improvement Program Streamlining Project, Del Mar, California,* prepared by Michael Baker International (Appendix F).

Due to the sensitive and confidential nature of cultural resources, portions of the *Cultural Resources Inventory and Evaluation Report* have been redacted (Appendix F).

The following table provides a summary of impacts and significance findings, based on the analysis provided in Section 3.3.4, Project Impacts and Mitigation Measures. No significant and unavoidable impacts were identified.

SUMMARY BY CIP PROJECT CATEGORY OF IMPACTS ASSOCIATED WITH CULTURAL RESOURCES

Impact	UP	Water	Wastewater	Storm Water	Streets	Facilities	Open Space
Impact 3.3-1: Cause a substantial adverse change in the significance of a historical resource	LTS+M	LTS+M	LTS+M	LTS+M	LTS+M	LTS+M	LTS+M
Impact 3.3-2: Cause a substantial adverse change in the significance of an archaeological resource	LTS+M	LTS+M	LTS+M	LTS+M	LTS+M	LTS+M	LTS+M
Impact 3.3-3: Disturb human remains	LTS+M	LTS+M	LTS+M	LTS+M	LTS+M	LTS+M	LTS+M
Impact 3.3-4: Project's contribution to cumulative cultural resources impacts	NCC	NCC	NCC	NCC	NCC	NCC	NCC

Notes: LTS = Less than Significant; LTS+M = Less than Significant with Mitigation; NCC = Not Cumulatively Considerable; NI = No Impact; SU = Significant and Unavoidable

3.3.1. Environmental Setting

Cultural Resources Records Search

A records search request was sent on August 29, 2025, to the South Coastal Information Center (SCIC) of the California Historical Resources Information System and received a response on October 1, 2025. The records search returned 67 cultural resource studies within the City. The records search also identified 37 previously recorded cultural resources sites within the City, including 9 precontact archaeological sites, 4 historic-period archaeological sites, 24 historic built environment sites (see Table 3.3-1, Previously Recorded Resources Sites within the City). Information about each resource is provided in Appendix F.

TABLE 3.3-1 PREVIOUSLY RECORDED RESOURCES SITES WITHIN THE CITY

Primary Number	Trinomial Number/ Site Name	Attribute Code and Site Description	Recording Events (Recorder, Organization, Year)	NRHP/CRHR Evaluation Status
--	220 27th Street	Residence	--	--
P-37-000191	CA-SDI-000191	AP15: Habitation Debris; Prehistoric habitation site with cobble hearths, shell fragments, sandstone metates, and "worked stones" observed.	Malcolm Rogers, n.d.; Foglia & Spelts, AECOM, 2016; AECOM 2019; T. Wolfe, AECOM, 2020; J. Tansey, GeoPacific, 2021	Not formally evaluated; likely eligible
P-37-000192	CA-SDI-000192	AP15: Habitation Debris; unknown prehistoric site, shell scatter, likely destroyed by development	Treganza, Gross and Bull, n.d.; Foglia & Spelts, AECOM, 2016	Not formally evaluated
P-37-004612	CA-SDI-004612	Midden/Habitation Debris, Prehistoric site, cobbles, shell midden, eroding sandstone mortar	D. Colbern, 1973; J. Woodward, 1982; M. Mealey et al., 1996; N. Brodie, 2015; D. Mengers, PanGIS, 2018/2021	Not formally evaluated
P-37-007979	CA-SDI-007979	Midden/Habitation Debris, Lithic/Ceramic Scatter; moderately developed midden, ground stone tools, shellfish, lithics, mammal bone.	D. Barboela and D. Cheever 1980; B. Smith, Brian F. Smith & Associates, 1996	Underwent Data Recovery in 1996, likely remains an eligible resource
P-37-010149	CA-SDI-010149	Shell, ash, flaked stone, quartzite and metavolcanic flakes; site covered by slope-washed sediment	Richard Carrico & Jay Thesken, WESTEC, 1984; N. Brodie, 2014	Not formally evaluated
P-37-010940	CA-SDI-010940	Burial, habitation site, cultures included LIT I & II, trace of Y-III; midden, scarce cobble hearths, burials, shell, bone, charcoal, metate, flakes, points, knives	Malcolm Rogers, n.d., Andrew Pigniolo, WESTEC, 1988	Not formally evaluated; likely eligible
P-37-017450	1638 Coast Blvd Powerhouse Building and Smokestack; Powerhouse	Historic structure, last of Old Hotel Del Mar complex; stucco and wood timbers, concrete	John B. Bahorski, City of Del Mar, 1988)	Considered a local landmark; appears eligible for NRHP
P-37-024194	DMB Feature 1	AH16: Railroad retaining wall, culvert, or drain; concrete storm pipe and retaining wall, collapsed and broken into chunks	Ní Ghabhláin and Pallette, ASM Affiliates, 2001; D. Mengers, PanGIS, 2018/2020/2021	Not eligible (FRA/SHPO 2021)

TABLE 3.3-1, CONTINUED

Primary Number	Trinomial Number/ Site Name	Attribute Code and Site Description	Recording Events (Recorder, Organization, Year)	NRHP/CRHR Evaluation Status
P-37-024195	DMB Feature 2	AH16: Railroad retaining wall, culvert, or drain; historic concrete retaining wall and spillway	Ní Ghabhláin and Pallette, ASM Affiliates 2001/2002, D. Mengers, PanGIS, 2018/2021	Not eligible (FRA/SHPO 2021)
P-37-024196	DMB Feature 3	AH16: Railroad retaining wall, culvert, or drain; 20 m concrete wall	Ní Ghabhláin and Pallette, ASM Affiliates, 2001; D. Mengers, PanGIS, 2021	Not eligible (FRA/SHPO 2021)
P-37-024197	DMB Feature 4	AH16: Historic foundation and bridge remains; 1910 gazebo/footbridge, wooden pilings of an 1890s swimming pool	Ní Ghabhláin and Pallette, ASM Affiliates, 2001; D. Mengers, PanGIS, 2018/2021	Not eligible (FRA/SHPO 2021)
P-37-024198	DMB Feature 5	AH16: Railroad retaining wall, culvert, or drain; retaining wall and storm drain, mostly replaced	Ní Ghabhláin and Pallette, ASM Affiliates, 2001; D. Mengers, PanGIS, 2021	Not eligible (FRA/SHPO 2021)
P-37-024199	DMB Feature 6	AH16: Railroad retaining wall, culvert, or drain; collapsed historic wall	Ní Ghabhláin and Pallette, ASM Affiliates, 2001; D. Mengers, PanGIS, 2021	Not eligible (FRA/SHPO 2021)
P-37-024200	DMB Feature 8	AH16: Railroad retaining wall, culvert, or drain; historic concrete wall	Ní Ghabhláin and Pallette, ASM Affiliates, 2001; D. Mengers, PanGIS, 2021	Not eligible (FRA/SHPO 2021)
P-37-024201	DMB Feature 9	AH16: Railroad retaining wall, culvert, or drain; historic large retaining wall with culvert	Ní Ghabhláin and Pallette, ASM Affiliates, 2001; D. Mengers, PanGIS, 2021	Not eligible (FRA/SHPO 2021)
P-37-024249	DMB Feature 7	AH16: Railroad retaining wall, culvert, or drain; concrete wall	Ní Ghabhláin and Pallette, ASM Affiliates, 2001; D. Mengers, PanGIS, 2021	Not eligible (FRA/SHPO 2021)
P-37-026493	CA-SDI-017389	Highland accretion midden on red crag formation, platforms, hearths, fire-cracked rock, shell	Rogers 1939	Not formally evaluated; site destroyed by erosion
P-37-033925	CA-SDI-021312	AH4: Trash scatter; domestic and automotive artifacts, historic refuse: bottles, cans, hubcaps; destroyed by bridge retrofit	Charles Callahan 2011; Smith et al., Brian F. Smith & Assoc., 2014; D. Mengers, PanGIS, 2018/2021	Not eligible (FRA/SHPO 2021)
P-37-034956	San Dieguito River Railroad Bridge	HP19: Railroad Bridge; timber pile trestle	Ní Ghabhláin et al., ASM Affiliates, 2009	Recommended not eligible
P-37-035160	T-Mobile West LLC SD06288A / Crest Way Water Tank	HP11: Engineering Structure; Modern round steel water tank, circa 1953, public utility	K. A. Crawford, Crawford Historic Services, 2013	Recommended not eligible
P-37-035935	Del Mar Infield Pavilion	HP42: Contemporary building, irregular plan, brick and plywood, scoreboard	K. Brunzell, 2015	Recommended not eligible
P-37-035936	Del Mar Thoroughbred Club Grandstand and Racetrack Complex	HP4: Ancillary building, vernacular Modern style, built circa 1965	K. Brunzell, 2015; M. Mello, AECOM, 2016	Recommended not eligible
P-37-036273	A-S-1 (Sewer Tank)	HP39: Sewer Tank; Concrete tank with manhole "City of Del Mar Sewage 1936—Standard Iron Works"	Dina Chatelain et al., 2014	Not formally evaluated

TABLE 3.3-1, CONTINUED

Primary Number	Trinomial Number/ Site Name	Attribute Code and Site Description	Recording Events (Recorder, Organization, Year)	NRHP/CRHR Evaluation Status
P-37-036281	CA-SDI-021996 A-S-3 (Historic Trash Dump)	A4: Historic Trash Dump; Refuse scatter, bottles, ceramics, metal, 1929–1954	N. Turner, California State Parks, 2014	Not formally evaluated
P-37-036412	Del Mar-P62481-7 (1601 San Dieguito Drive)	HP2: Single-family property; Raised ranch-style residence, 1965	M. Mello, AECOM, 2016.	Recommended not eligible
P-37-036413	Del Mar-P62481-8 (1604 San Dieguito Drive)	HP2: Single-family property; Eclectic ranch-style residence, 1967	M. Mello, AECOM, 2016	Recommended not eligible
P-37-036415	Del Mar-TL666 (Portion of TL666 within the Del Mar Project corridor)	HP11: Engineering Structure; SDG&E electric transmission line, circa 1918	Foglia & Spelts, AECOM, 2016	Recommended not eligible
P-37-036420	CA-SDI-022048 Del Mar-Z90289-1 (Concrete Lamp Post Dump)	AH4: Privies/Dumps/Trash scatters; Dump of concrete blocks and pillars	Foglia & Spelts, AECOM, 2016	Not formally evaluated
P-37-036421	Del Mar-Z90296-1 (Glass Insulator Fragment)	AH16: Other; Clear glass insulator crown fragment, isolate	Foglia & Spelts, AECOM, 2016	Not formally evaluated
P-37-036422	Del Mar-Z90297-1 (Del Mar Blue Print Co/ Automotive)	HP8: Commercial Building; large rectangular corrugated metal warehouse, circa 1955	Foglia et al., AECOM, 2016	Recommended not eligible
P-37-036423	Del Mar-Z90710-1 (Old Grand Avenue Bridge)	HP19: Bridge; WWII-era bridge, now overlook	Foglia & Spelts, AECOM, 2016	Recommended not eligible
P-37-036525	34638-ISO-1 (Historic Glass Bottle Isolate)	AH16: Other (Isolate); Clear glass bottle (fragmented from bobcat machine), circa 1923-1982	K. Ports, AECOM, 2016	Not formally evaluated
P-37-039579	DMB5-02 (Signal Foundation)	AH2: Foundation; Concrete foundation for intermediate signal, pre-1970s	Mengers & Rolland, PanGIS, 2020	Not eligible for NRHP/CRHR (FRA/SHPO 2021)
P-37-039580	DMB5-03 (Drainage Chute)	HP20: Water conveyance system; Historic-era concrete drainage chute, circa 1910	Mengers & Rolland, PanGIS, 2020	Not eligible for NRHP/CRHR (FRA/SHPO 2021)
P-37-039581	DMB5-04 (Pipe Outlet)	HP20: Water conveyance system; Historic-era iron pipe outlet, circa 1910	Mengers & Rolland, PanGIS, 2020	Not eligible for NRHP/CRHR (FRA/SHPO 2021)
P-37-039582	DMB5-05 (Foundation)	AH2: Foundation; Historic-era concrete foundation, circa 1910	Mengers & Rolland, PanGIS, 2020	Not eligible for NRHP/CRHR (FRA/SHPO 2021)

Sacred Lands File Search Results

On September 10, 2025, a request was sent to the Native American Heritage Commission (NAHC) for Sacred Lands File search for any tribal cultural resources that might be affected by the project. The NAHC responded in a letter dated September 17, 2025, stating that the search of the Sacred Lands File was

negative. The NAHC also provided a list of tribal contacts who may have knowledge regarding tribal cultural resources in the vicinity of the project area (Appendix F).

Built Environment

Figure 3.3-1, SCIC Recorded Built Environment Resources, shows the locations of the built environment resources included in Table 3.3-1 as well as the presumed eligibility status of each built environment resource. Additionally, the City has a Historic Preservation Ordinance and has designated certain buildings as local historic landmarks. Table 3.3-2, City of Del Mar Historic Preservation Landmarks, lists the nine designated Historic Preservation landmarks identified under the Historic Preservation Ordinance, and Figure 3.3-2, Historic Preservation Landmarks, provides locational data based on the City's Historic Preservation Overlay Zone.

TABLE 3.3-2 CITY OF DEL MAR HISTORIC PRESERVATION LANDMARKS

Del Mar Historic Preservation Landmark	Address
Powerhouse Building and Smokestack	1638 Coast Boulevard
Railroad Depot	15th Street
Historic Home	1726 Coast Boulevard
Rockhouse	410 15th Street
Hotel Del Mar Guest Cottage	110 15th Street
Stratford Square	1438 Camino del Mar
Old St. James Church (Library)	1309 Camino del Mar
Public Walkway (Gunthers)	N/A
Torrey Pines Road Overhead (PCH) Bridge (Bridge 57C0207)	Pacific Coast Highway south of Carmel Valley Road

PCH = Pacific Coast Highway

3.3.2. Regulatory Framework

Federal

National Historic Preservation Act (NHPA, 1966)

The NHPA (Public Law 89-665; 54 United States Code [USC] 300101 et seq.) is the cornerstone of federal historic preservation law. Section 106 of the NHPA requires federal agencies to consider the effects of any federal undertaking on "historic properties," which are cultural resources listed in or eligible for the National Register of Historic Places (NRHP). The agency must consult with the State Historic Preservation Officer (SHPO) and other stakeholders, including Native American tribes, following procedures in 36 Code of Federal Regulations Part 800. In practice, if any Del Mar CIP projects receive federal funding, federal permits, or other federal approvals (a "federal nexus"), the Section 106 review process must be completed. This involves inventory and evaluation of cultural resources within the project's Area of Potential Effects (APE), assessment of project effects on any NRHP-eligible properties, and development of measures to avoid, minimize, or mitigate adverse effects. Federal undertakings that adversely affect historic properties cannot proceed until Section 106 consultation is resolved, typically via a Memorandum of Agreement outlining mitigation commitments.

Archaeological Resources Protection Act (ARPA, 1979)

ARPA [16 USC 470aa–470mm] protects archaeological sites and artifacts on federal lands and Indian lands. It requires permits for any excavation or removal of archaeological resources on those lands and imposes penalties for unauthorized artifact removal or site damage. ARPA would be applicable if any CIP project occurs on federally owned land (unlikely within City limits) or affects an archaeological site of Native American significance on tribal lands. While most CIP projects are on City or private property, ARPA is noted here for completeness in case of any federal land involvement.

Native American Graves Protection and Repatriation Act (NAGPRA, 1990)

NAGPRA [25 USC 3001 et seq.] provides a process for museums or federal agencies to return Native American human remains and cultural items to descendant communities, and it protects such remains and items discovered on federal or tribal land. If a project on federal land were to inadvertently discover Native American human remains or funerary objects, NAGPRA would mandate notification of tribes and repatriation of remains. While the CIP projects are not on federal or tribal land, NAGPRA's provisions reflect the sensitivity and legal protection accorded to Native American burials at the federal level. (Separate state laws outlined below protect human remains on non-federal lands.)

Secretary of the Interior's Standards

The Secretary of the Interior (SOI) is responsible for establishing standards for advising federal agencies on the preservation of historic properties that are eligible for or listed in the NRHP. These standards consist of four general types of treatments: preservation, rehabilitation, restoration, and reconstruction. Of the four, the Standards for Rehabilitation (36 CFR 68.3[b]) is the most likely appropriate treatment for the projects in the PEIR. Rehabilitation is defined as "the act or process of making possible a compatible use for a property through repair, alterations, and additions while preserving those portions or features which convey its historical cultural, or architectural values." The Standards for Rehabilitation thus acknowledge that a building may retain its historic character even with alterations. Under CEQA Guidelines Section 15064.5(b)(3), "[g]enerally, a project that follows the Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings or the Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings, shall be considered as mitigated to a less than a significant impact on the historical resource."

National Register of Historic Places

The NRHP is "an authoritative guide to be used by federal, State, and local governments, private groups, and citizens to identify the Nation's cultural resources and to indicate what properties should be considered for protection from destruction or impairment." However, the federal regulations explicitly provide that a listing of private property on the NRHP "does not prohibit under Federal law or regulation any actions which may otherwise be taken by the property owner with respect to the property."

Historic properties, as defined by the Advisory Council on Historic Preservation, include any "prehistoric or historic district, site, building, structure, or object included in, or eligible for inclusion in, the National Register of Historic Places maintained by the Secretary of the Interior" (36 CFR Section 800.16[l][1]).

Eligibility for inclusion in the NRHP is determined by applying the following criteria, developed by the National Park Service in accordance with the National Historic Preservation Act:

> *The quality of significance in American history, architecture, archeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association and:*
>
> *a) That are associated with events that have made a significant contribution to the broad patterns of our history; or*
>
> *b) That are associated with the lives of persons significant in our past; or*
>
> *c) That embody distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or*
>
> *d) That have yielded, or may be likely to yield, information important in prehistory or history (36 CFR 60.4).*

State

State historic preservation regulations affecting the proposed project include the statutes and guidelines contained in CEQA, PRC Sections 21083.2 and 21084.1, and CEQA Guidelines Section 15064.5. CEQA requires lead agencies to carefully consider the potential effects of a project on historical resources. A historical resource includes, but is not limited to, any object, building, structure, site, area, place, record or manuscript which is historically or archaeologically significant (PRC Section 5020.1). Section 15064.5 of the CEQA Guidelines specifies criteria for evaluating the significance or importance of cultural resources, including the following:

- The resource is associated with events that have made a contribution to the broad patterns of California history;
- The resource is associated with the lives of important persons from our past;
- The resource embodies the distinctive characteristics of a type, period, region or method of construction, or represents the work of an important individual or possesses high artistic values; or
- The resource has yielded, or may be likely to yield, important information in prehistory or history.

Advice on procedures to identify such resources, evaluate their importance, and estimate potential effects is given in several agency publications such as the technical advice series produced by the Governor's Office of Planning and Research. This technical advice series strongly recommends that Native American concerns and the concerns of other interested persons and corporate entities, including but not limited to museums, historical commissions, associations, and societies, be solicited as part of the process of

cultural resources inventory. In addition, California law protects Native American burials, skeletal remains, and associated grave goods regardless of the antiquity and provides for the sensitive treatment and disposition of those remains.

California Register of Historical Resources (CRHR)

The CRHR is a statewide program (established by PRC §5024.1 in 1992) that lists resources significant at the local, state, or national level. CRHR eligibility criteria are modeled on the NRHP criteria for significance, encompassing resources associated with important historical events or persons, embodying distinctive characteristics or artistic values, or yielding important scientific information. Under CEQA, any resource that is listed in or eligible for listing in the CRHR is automatically considered a "historical resource" (PRC §21084.1). Thus, evaluation of properties or sites against CRHR criteria is a key step in determining whether they are protected under CEQA. In practice, a cultural resources technical study for a CIP project will include significance evaluations for any identified cultural materials (buildings, structures, districts, archaeological sites, or objects) to determine if they meet CRHR criteria. If they do, CEQA requires impacts on those resources to be analyzed and mitigated. California Historical Landmarks and points of historical interest (designations for very high significance resources) are also treated as historical resources under CEQA. The CRHR provides a baseline for identifying what cultural resources are significant in the project's context.

There is no prescribed age limit for listing in the CRHR, although CRHR guidelines state that "sufficient time must have passed to obtain a scholarly perspective on the events or individuals associated with the resource." While the NRHP and CRHR generally apply a 50-year threshold to allow for scholarly evaluation of significance, CEQA practitioners often use 45 years as a screening guideline. This proactive approach accounts for project timelines, ensuring resources that may reach 50 years during development are considered early. The 45-year threshold is a best practice—not a statutory requirement—and reflects CEQA's flexibility to evaluate any resource with potential historical significance based on substantial evidence, regardless of age.

California Health and Safety Code Sections 7050.5, 7051, and 7054

California Health and Safety Code Sections 7050.5, 7051, and 7054 collectively address the illegality of interference with human burial remains as well as the disposition of Native American burials in archaeological sites. The law protects such remains from disturbance, vandalism, or inadvertent destruction and establishes procedures to be implemented if Native American skeletal remains are discovered during construction of a project, including the treatment of remains prior to, during, and after evaluation, and reburial procedures.

Local

City of Del Mar Community Plan

The City of Del Mar Community Plan (which serves as the City's General Plan) is the primary source of long-range planning and policy direction used to guide growth and preserve the quality of life in the City.

The following goal and objective are relevant in protecting cultural resources:

Community Plan: Environmental Management

GOAL 1: Establish without delay a comprehensive program to preserve and acquire permanent open space sufficient to meet the long-range needs of the community, preserve and enhance natural resources, and protect areas and people susceptible to seismic and flooding hazards.

Objective K: Require development in areas of archeological significance to be reviewed by the City of Del Mar to insure that such uses do not result in a permanent destruction of any archeological sites or cultural information.

3.3.3. Significance Thresholds

The following thresholds of significance are based on CEQA Guidelines Appendix G. For the purposes of this PEIR, the project would be considered to have a significant impact on cultural resources if it would:

1. Cause a substantial adverse change in the significance of a historical resource pursuant to CEQA Guidelines Section 15064.5.

2. Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines Section 15064.5.

3. Disturb any human remains, including those interred outside of formal cemeteries.

3.3.4. Project Impacts and Mitigation Measures

Historical Resources

Impact 3.3-1	**The project would have the potential to cause a substantial adverse change in the significance of a historical resource pursuant to CEQA Guidelines Section 15064.5. Impacts would be less than significant with mitigation incorporated.**

Due to the programmatic nature of this PEIR, existing buildings or other structures located on CIP project sites could reach an age of 50 years or older prior to the commencement of construction. Generally, structures 50 years of age or older have the potential to be historic resources. Structures must have retained their original integrity and context to be considered a historic resource. Known historical resources in the project site are shown on Figure 3.3-1 and Figure 3.3-2. Additionally, CIP project sites that are developed could potentially contain a structure that meets the criteria as a historical resource, as determined eligible by NRHP or CRHR.

The majority of CIP projects would occur in previously developed or disturbed lands either within public rights-of-way associated with existing roadways or on City property. Additionally, future CIP projects could include repairs, maintenance, and improvements at the Powerhouse Building, which is a City Historic Preservation Landmark. The Historic Preservation Overlay Zone prohibits buildings, improvements, structures, or portion thereof to be erected, constructed, demolished, relocated, converted, altered, or

enlarged, or any lot or premises to be excavated or graded without a discretionary permit that is subject to approval by the Design Review Board (appealable to the City Council).

If CIP project implementation were to result in physical demolition, destruction, relocation, or alteration of a historical resource(s) or a potential historical resource(s), impacts to historical resources could be **potentially significant**.

Mitigation Measures:

CUL-1 **Evaluation for Listing in the CRHR.** Prior to construction activities for CIP projects located on sites containing structures 50 years of age or older that has not previously been evaluated, a qualified architectural historian shall conduct a formal survey, recordation, and CRHR evaluation of the subject resource to determine if it is a historical resource under CEQA (CEQA Section 15064.5[a]). The architectural historian shall prepare comprehensive documentation of the evaluation, including methodology, analysis, and findings. This documentation must provide a clear determination of the site's eligibility for listing in the CRHR and be submitted to the appropriate regulatory agencies for review and concurrence.

Where development would involve the alteration or demolition of a structure greater than 50 years old, a historic evaluation by a Secretary of Interior's Standards for Architectural Historian or Historic Architect shall be provided to determine if the resource meets the definition of a historic resource as defined in CEQA Guidelines Section 15064.5.

For properties that have already been formally evaluated and determined to be historical resources, no additional CRHR eligibility evaluation is required. These resources shall be treated as historical resources for the purposes of CEQA.

If the structure is determined to be a historic resource, any proposed alteration shall follow mitigation guidelines contained in CEQA Guidelines Section 15126.4(b). Mitigation standards may include, but are not limited to avoidance and preservation, conducting alterations in a manner consistent with the Secretary of the Interior’s Standards for the Treatment of Historic Properties (including as applicable, standards for Preservation, Rehabilitation, Restoration and Reconstruction), and documenting resources. The approach to comply with these standards shall be prepared by an Architectural Historian or Historic Architect and provided to the City.

Demolition and/or significant diminution of designated historic landmarks shall be prohibited.

Level of Significance: Less than significant with mitigation incorporated.

Archaeological Resources

Impact 3.3-2	**The project would have the potential to cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines Section 15064.5. Impacts would be less than significant with mitigation incorporated.**

Construction Impacts

Due to the programmatic nature of this PEIR, this analysis focuses on reasonably foreseeable impacts and establishes standards for individual CIP project review. The approach integrates baseline data from the Programmatic Cultural and Paleontological Resources Assessment (Appendix F) and applies a screening-level evaluation of potential impacts to precontact archaeological resources. The analysis utilizes a citywide archaeological sensitivity map to classify areas as high, moderate, low, or very low sensitivity, based on proximity of known archaeological sites and surface water (ocean, lagoon, or perennial stream), slope grading, soils, and present-day disturbance/land use (Figure 3.3-3, Archaeological Sensitivity Zones). The reader is referred to Appendix F Section 5.2 for details on the data sources and variables used to create the archaeological sensitivity map for the project site.

The approved CIP projects for FY 2026-2027 (included in Table 2-2 at the end of Chapter 2.0) were evaluated in relation to the archaeological sensitivity zones (see Figure 3.3-3). As shown in Figure 3.3-4a through Figure 3.3-4g, most of the existing public infrastructure and municipal facilities occur within the low and moderate archaeological sensitivity zones.

CIP projects located in the high archaeological sensitivity zone include those located along the San Dieguito River and Lagoon margins, coastal bluff edges, and undeveloped open space parcels adjacent to natural drainages. These areas correspond with known site clusters and environmental conditions conducive to prehistoric occupation and burial. Construction of the CIP projects in this zone could involve ground-disturbing activities such as grading and trenching that could encounter undiscovered archaeological resources. As such, archaeological resources impacts in the high archaeological sensitivity zone could be **potentially significant**.

CIP projects located in the moderate archaeological sensitivity zone include those located along inland canyon edges, older residential neighborhoods with limited prior grading, and transitional zones between developed parcels and natural features. These areas may contain buried or obscured cultural deposits not previously recorded. Because ground-disturbing activities associated with the CIP projects in this zone could encounter undiscovered archaeological resources, archaeological resources impacts in the moderate archaeological sensitivity zone could be **potentially significant**.

The low archaeological sensitivity zone encompasses heavily urbanized corridors, previously graded parcels, and areas with deep fill or artificial surfaces, and therefore is unlikely to contain intact cultural deposits. The very low archaeological sensitivity zone includes areas where prior ground disturbance has been so extensive that virtually no intact native soils remain. These areas are typically locales dominated by major infrastructure or earthwork—for example, heavily engineered corridors (railroad alignments or highway rights-of-way), sites of deep artificial fill, or large commercial/industrial parcels that have been

completely graded and paved. In such highly disturbed contexts, the likelihood of encountering any preserved archaeological deposits is negligible. Because ground-disturbing activities associated with the CIP projects in these zones are unlikely to encounter undiscovered archaeological resources, impacts to such resources in the low and very low archaeological sensitivity zones would be **less than significant**.

Operational Impacts

After construction, operational activities would mainly include continued, ongoing regular maintenance activities, as well as use of public facilities and open space CIP projects, which would not affect archaeological resources. Therefore, **no impact** to archaeological resources would occur due to CIP project operations.

Mitigation Measures:

CUL-2 **Archaeological Surveys.** For CIP project locations where no previous archaeological survey data is available, prior to ground-disturbing construction activities in previously undisturbed soils for CIP projects wholly and/or partially within moderate or high archaeological sensitivity zones as depicted in Figure 3.3-3, the City shall retain a qualified archaeologist to conduct an archaeological survey to evaluate the presence of cultural resources and the need for project-specific impact mitigation by preservation, relocation, or other methods. An archaeological resource report shall include the methods used to determine the presence or absence of archaeological resources, identify potential impacts from the proposed project, and evaluate the significance of any archaeological resources identified. If there are potentially significant impacts to an identified archaeological/cultural resource, the report shall also recommend appropriate mitigation required during ground-disturbing activities to reduce impacts to below a level of significance.

CUL-3 **Cultural Resources Monitoring Program.** During ground-disturbing constructions activities in previously undisturbed soils for CIP projects wholly and/or partially within moderate or high archaeological sensitivity zones as depicted in Figure 3.3-3, a Cultural Resource Mitigation Monitoring Program shall be conducted to provide for the identification, evaluation, treatment, and protection of any cultural resources that are affected by or may be discovered during the construction of the proposed project. The monitoring shall consist of the full-time presence of a qualified archaeologist and a traditionally and culturally affiliated Native American monitor shall be retained to monitor all ground-disturbing activities associated with project construction, including vegetation removal, clearing, grading, trenching, excavation, or other activities that may disturb the ground.

The qualified archaeologist and/or Native American monitor may halt ground-disturbing activities if archaeological artifact deposits or cultural features are discovered. In general, ground disturbing activities shall be directed away from these deposits for a short time to allow a determination of potential significance, the subject of which shall be determined by the qualified archaeologist and the Native American monitor. Ground-disturbing

activities shall not resume until the qualified archaeologist, in consultation with the Native American monitor, deems the cultural resource or feature has been appropriately documented and/or protected. At the qualified archaeologist's discretion, the location of ground disturbing activities may be relocated elsewhere on the project site to avoid further disturbance of cultural resources.

The City shall relinquish ownership of all tribal cultural resources, including associated with burial and/or funerary goods, collected during the cultural resource mitigation monitoring program to the Most Likely Descendant as determined by the Native American Heritage Commission per California Public Resources Code Section 5097.98 for respectful and dignified treatment and disposition, including reburial, in accordance with the affiliated tribe's cultural and spiritual traditions.

Once completion of construction monitoring, a Monitoring Report and/or Evaluation Report, which describes the results, analysis and conclusions of the cultural resource mitigation monitoring efforts (such as, but not limited to, the Research Design and Data Recovery Program) shall be submitted by the qualified archaeologist, along with the Native American monitor's notes and comments, to the City's Planning & Community Development Director.

Level of Significance: Less than significant with mitigation incorporated.

Human Remains

Impact 3.3-3	**The project would have the potential to disturb human remains, including those interred outside of formal cemeteries. Compliance with state laws would ensure potential impacts are less than significant.**

There are no known burial sites or cemeteries in or near the City. Therefore, it is not expected that human remains would be disturbed as a result of implementation of CIP projects. Nonetheless it is possible that human remains could be uncovered during ground-disturbing construction activities. However, all CIP projects would be required to comply with the requirements set forth by California Health and Safety Code Section 7050.5. As such, if human remains are found on the project site during construction or during archaeological work, construction work would be halted and the San Diego County Coroner's office would be immediately notified. No further excavation or disturbance of the discovery or any nearby area reasonably suspected to overlie adjacent remains (as determined by the qualified archaeologist and/or the Native American monitor) would occur until the Coroner has made the necessary findings as to origin and disposition pursuant to Public Resources Code 5097.98.

If such a discovery occurs, a temporary construction exclusion zone would be established surrounding the area of the discovery so that the area would be protected (as determined by the qualified archaeologist and/or the Native American monitor), and consultation and treatment could occur as prescribed by law. As further defined by state law, the Coroner would determine within two working days of being notified if the remains are subject to his or her authority. If the Coroner recognizes the remains to be Native

American, they shall contact the Native American Heritage Commission (NAHC) within 24 hours. The NAHC would make a determination as to the Most Likely Descendent.

If Native American remains are discovered, the remains would be kept in situ ("in place"), or in a secure location in close proximity to where they were found, and the analysis of the remains would only occur on-site in the presence of the Native American monitor. Accordingly, potential impacts associated with the disturbance of human remains would be **less than significant**.

Mitigation Measures: None required.

Level of Significance: Less than significant.

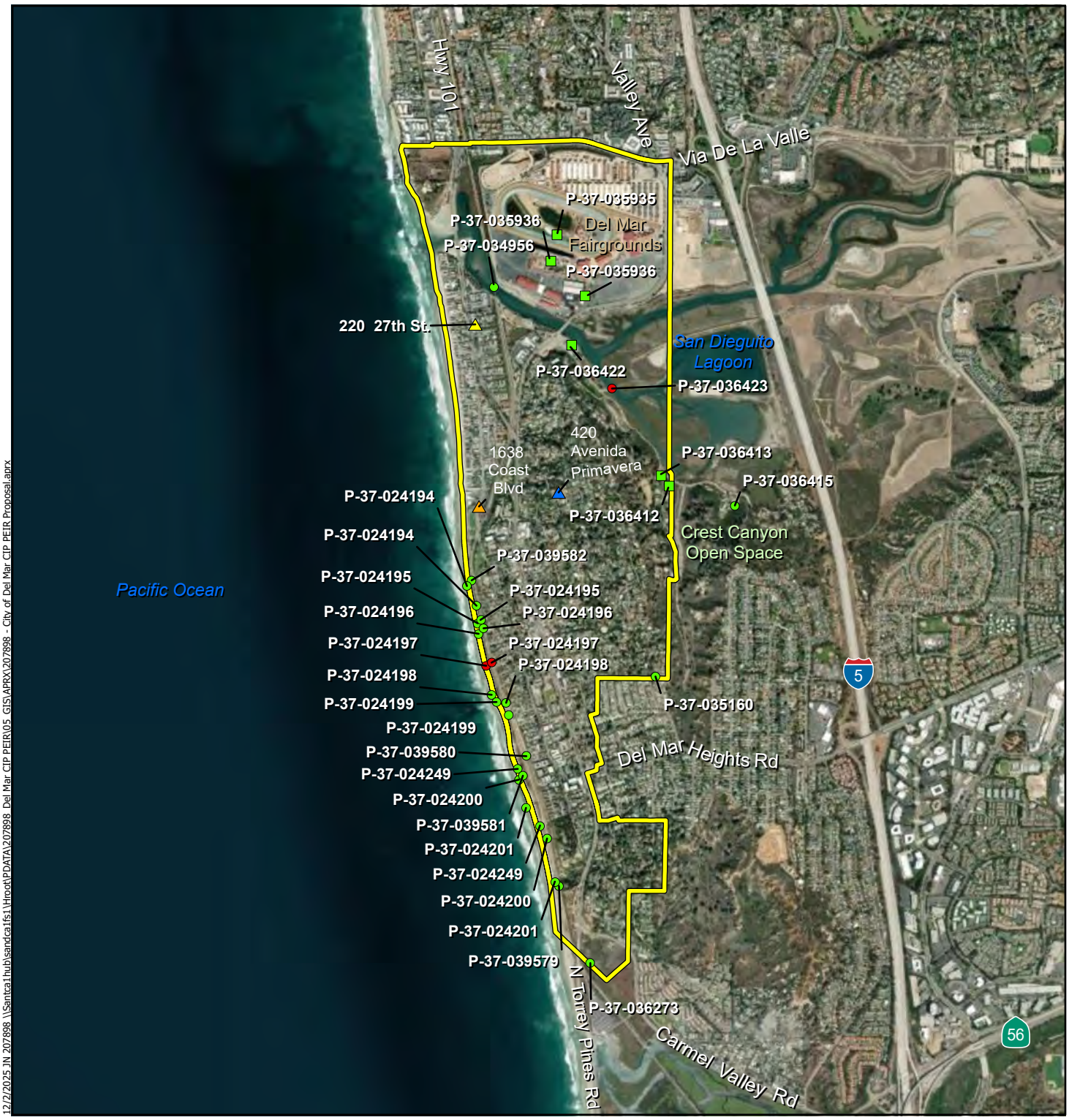
Cumulative Impacts

Impact 3.3-4	**The cumulative projects would not result in a significant cumulative impact related to cultural resources. Project impacts would not be cumulatively considerable.**

The anticipated impacts associated with the proposed project in conjunction with cumulative development in the City included in Table 3-1, Cumulative Projects, may result in incremental loss of cultural resources. Each cumulative project would require separate discretionary permit approval and evaluation under CEQA, which would address potential cultural resource impacts. However, most cumulative projects are in previously disturbed or urbanized areas, and those that could potentially significantly impact cultural resources would be subject to regulatory requirements and mitigation measures, similar to the proposed project. With these controls in place, the combined effects of the proposed project and other cumulative projects are expected to result in **less than significant cumulative impacts** to cultural resources.

Mitigation Measures: None required.

Level of Significance: Less than significant cumulative impacts; project impacts would not be cumulatively considerable.



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Legend

- Project Site
- **Built Environment Buildings Ineligible**
  - Ineligible
- **Built Environment Structures and Objects**
  - Ineligible
  - Ineligible, but locally important
- **Historic Addresses**
  - 1S Listed in the CR
  - 3S Appears Eligible
  - 6Y Ineligible

CITY OF DEL MAR CIP STREAMLINING PROJECT
PROGRAM ENVIRONMENTAL IMPACT REPORT

Michael Baker INTERNATIONAL

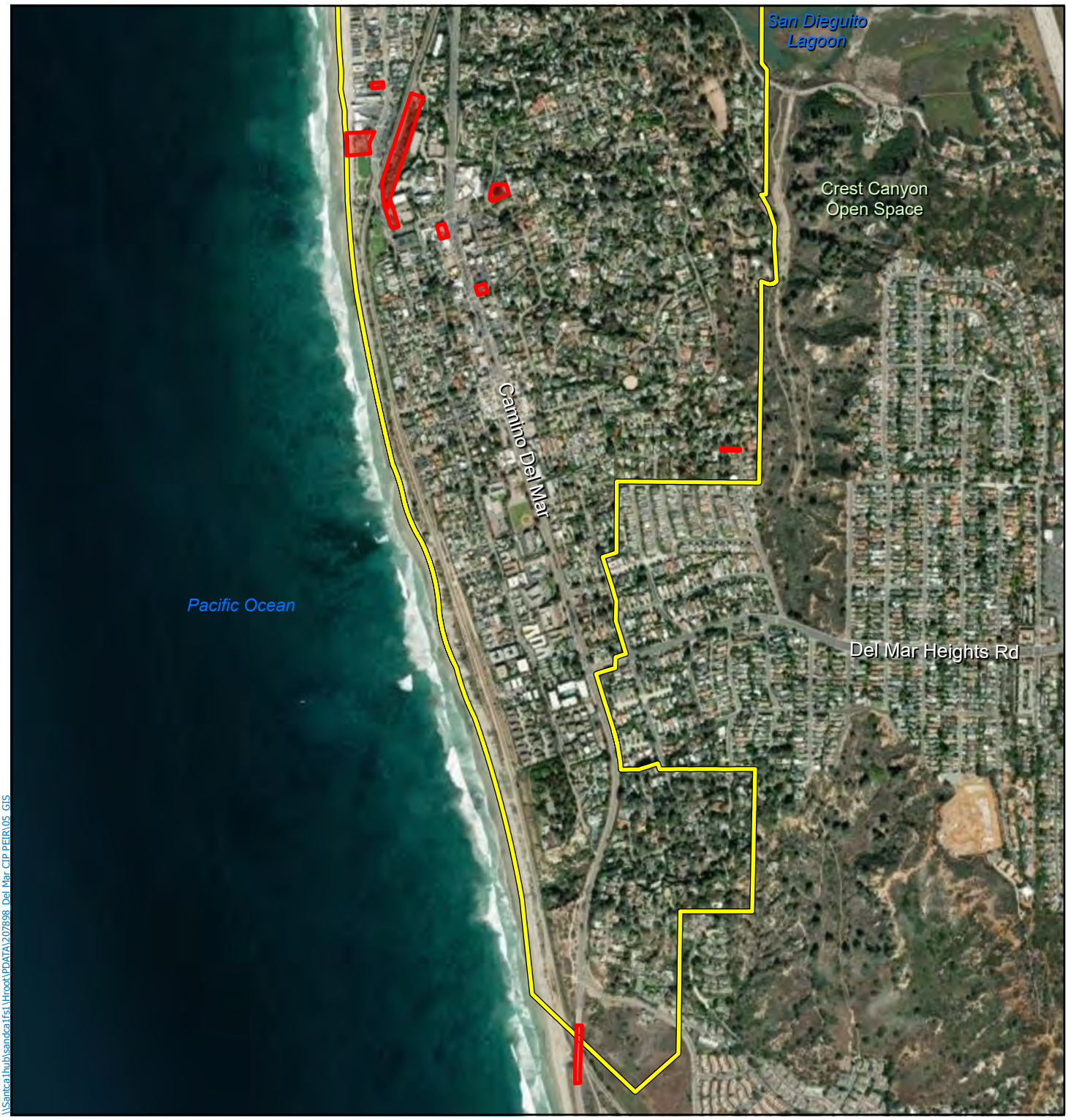
0 0.25 0.5 Miles

Source: Esri, ArcGIS Online, City of Del Mar, San Diego County

SCIC Recorded Built Environment Resources

Figure 3.3-1

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Legend

- Project Site
- Del Mar Historic Preservation Overlay

CITY OF DEL MAR CIP STREAMLINING PROJECT
PROGRAM ENVIRONMENTAL IMPACT REPORT

Michael Baker INTERNATIONAL

0 650 1,300 US Feet

Source: Esri, ArcGIS Online, City of Del Mar, San Diego County

Del Mar Historic Preservation Overlay

Figure 3.3-2

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Legend

Project Site

Precontact Archaeological Sensitivity Zones

- 5 - High Sensitivity
- 4 - Moderate Sensitivity
- 3 - Low Sensitivity
- 2 - Very Low Sensitivity

Michael Baker INTERNATIONAL

0 0.25 0.5 Miles

Source: Esri, ArcGIS Online, City of Del Mar, San Diego County

CITY OF DEL MAR CIP STREAMLINING PROJECT
PROGRAM ENVIRONMENTAL IMPACT REPORT

Archaeological Sensitivity Zones

Figure 3.3-3

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Legend

- Project Site
- Undergrounding Program Districts Boundaries

Precontact Archaeological Sensitivity Zones

- 5 - High Sensitivity
- 4 - Moderate Sensitivity
- 3 - Low Sensitivity
- 2 - Very Low Sensitivity

Michael Baker INTERNATIONAL

0 0.25 0.5 Miles

Source: Esri, ArcGIS Online, City of Del Mar, San Diego County

CITY OF DEL MAR CIP STREAMLINING PROJECT
PROGRAM ENVIRONMENTAL IMPACT REPORT

Undergrounding Program Districts Within Archaeological Sensitivity Zones

Figure 3.3-4a

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Legend

- Water Line
- Project Site

Precontact Archaeological Sensitivity Zones

- 5 - High Sensitivity
- 4 - Moderate Sensitivity
- 3 - Low Sensitivity
- 2 - Very Low Sensitivity

Michael Baker INTERNATIONAL

0 0.25 0.5 Miles

Source: Esri, ArcGIS Online, City of Del Mar, San Diego County

CITY OF DEL MAR CIP STREAMLINING PROJECT
PROGRAM ENVIRONMENTAL IMPACT REPORT

Existing Water Infrastructure
Within Archaeological Sensitivity Zones

Figure 3.3-4b

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Legend

- Wastewater Line
- Project Site

Precontact Archaeological Sensitivity Zones

- 5 - High Sensitivity
- 4 - Moderate Sensitivity
- 3 - Low Sensitivity
- 2 - Very Low Sensitivity

0 0.25 0.5 Miles

Source: Esri, ArcGIS Online, City of Del Mar, San Diego County

Michael Baker INTERNATIONAL

CITY OF DEL MAR CIP STREAMLINING PROJECT
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Existing Wastewater Infrastructure Within Archaeological Sensitivity Zones

Figure 3.3-4c

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Legend

- Storm Water Line
- Project Site

Precontact Archaeological Sensitivity Zones

- 5 - High Sensitivity
- 4 - Moderate Sensitivity
- 3 - Low Sensitivity
- 2 - Very Low Sensitivity

Michael Baker INTERNATIONAL

0 0.25 0.5 Miles

Source: Esri, ArcGIS Online, City of Del Mar, San Diego County

CITY OF DEL MAR CIP STREAMLINING PROJECT
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Existing Storm Water Infrastructure Within Archaeological Sensitivity Zones

Figure 3.3-4d

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Legend

- Roads
- Bikeways
- Project Site

Precontact Archaeological Sensitivity Zones

- 5 - High Sensitivity
- 4 - Moderate Sensitivity
- 3 - Low Sensitivity
- 2 - Very Low Sensitivity

Michael Baker INTERNATIONAL

0 0.25 0.5 Miles

Source: Esri, ArcGIS Online, City of Del Mar, San Diego County

CITY OF DEL MAR CIP STREAMLINING PROJECT
PROGRAM ENVIRONMENTAL IMPACT REPORT

Existing Streets Infrastructure Within Archaeological Sensitivity Zones

Figure 3.3-4e

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Legend

- Project Site
- Lifeguard Towers
- Municipal Facilities
- Restrooms
- Bridges

Precontact Archaeological Sensitivity Zones

- 5 - High Sensitivity
- 4 - Moderate Sensitivity
- 3 - Low Sensitivity
- 2 - Very Low Sensitivity

Michael Baker INTERNATIONAL

0 0.25 0.5 Miles

Source: Esri, ArcGIS Online, City of Del Mar, San Diego County

CITY OF DEL MAR CIP STREAMLINING PROJECT
PROGRAM ENVIRONMENTAL IMPACT REPORT

Existing Municipal Facilities Within Archaeological Sensitivity Zones

Figure 3.3-4f

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Legend

- Project Site
- Open Space

Precontact Archaeological Sensitivity Zones

- 5 - High Sensitivity
- 4 - Moderate Sensitivity
- 3 - Low Sensitivity
- 2 - Very Low Sensitivity

0 0.25 0.5 Miles

Source: Esri, ArcGIS Online, City of Del Mar, San Diego County

Michael Baker INTERNATIONAL

CITY OF DEL MAR CIP STREAMLINING PROJECT
PROGRAM ENVIRONMENTAL IMPACT REPORT

Existing Open Space Within Archaeological Sensitivity Zones

Figure 3.3-4g

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3.4. Geology and Soils

This section discusses the environmental setting, existing conditions, regulatory context, and potential impacts of the proposed project in relation to geology and soils.

This section is based on technical data and analysis from the following:

- *Programmatic Cultural and Paleontological Resources Assessment – City of Del Mar Capital Improvement Program Streamlining Project, Del Mar, California,* prepared by Michael Baker International (Appendix F)
- City of Del Mar Community Plan (1976; last updated July 18, 2025)
- City of Del Mar General Plan 6th Cycle Housing Element Update Program EIR (2020)

The following table provides a summary of impacts and significance findings, based on the analysis provided in Section 3.4.4, Project Impacts and Mitigation Measures. No significant and unavoidable impacts were identified.

SUMMARY BY CIP PROJECT CATEGORY OF IMPACTS ASSOCIATED WITH GEOLOGY AND SOILS

Impact	UP	Water	Wastewater	Storm Water	Streets	Facilities	Open Space
Impact 3.4-1a: Substantial adverse effects involving rupture of a known earthquake fault	LTS	LTS	LTS	LTS	LTS	LTS	LTS
Impact 3.4-1b: Substantial adverse effects involving strong seismic ground shaking	LTS	LTS	LTS	LTS	LTS	LTS	LTS
Impact 3.4-1c: Substantial adverse effects involving seismic-related ground failure, including liquefaction	LTS	LTS	LTS	LTS	LTS	LTS	LTS
Impact 3.4-1d: Substantial adverse effects involving landslides	LTS	LTS	LTS	LTS	LTS	LTS	LTS
Impact 3.4-2: Substantial erosion or loss of topsoil	LTS	LTS	LTS	LTS	LTS	LTS	LTS
Impact 3.4-3: Unstable geologic unit or soil resulting in landslide, lateral spreading, subsidence, liquefaction, or collapse	LTS	LTS	LTS	LTS	LTS	LTS	LTS
Impact 3.4-4: Expansive soils, creating substantial risks to life or property	LTS	LTS	LTS	LTS	LTS	LTS	LTS
Impact 3.4-5: Soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems	NI	NI	NI	NI	NI	NI	NI
Impact 3.4-6: Destroy a unique paleontological resource/site or geologic feature	LTS+M	LTS+M	LTS+M	LTS+M	LTS+M	LTS+M	LTS+M
Impact 3.4-7: Project's contribution to cumulative geology and soils impacts	NCC	NCC	NCC	NCC	NCC	NCC	NCC

Notes: LTS = Less than Significant; LTS+M = Less than Significant with Mitigation; NCC = Not Cumulatively Considerable; NI = No Impact; SU = Significant and Unavoidable

3.4.1. Environmental Setting

Regional Geology

The Peninsular Ranges geomorphic province encompasses an area that extends approximately 900 miles from the Transverse Ranges south to the southern tip of Baja California and varies in width from approximately 30 to 100 miles. The Pacific Ocean borders it to the west, the Transverse Ranges geomorphic province to the north, and the Colorado Desert geomorphic province to the east. The province is characterized by mountainous terrain on the east composed mostly of Mesozoic igneous and metamorphic rocks, and low-lying coastal terraces to the west underlain by late Cretaceous-age, Tertiary-age, and Quaternary-age sedimentary units. This province also includes physiographic features such as the Los Angeles Basin, the southern members of the Channel Islands, and the continental shelf (Appendix F). The Peninsular Ranges batholith dominates the Peninsular Ranges.

Three geomorphic regions comprise San Diego County and include the Coastal Plain region as exposed west of the Peninsular Ranges, the Peninsular Range region, and the Salton Trough region as exposed east of the Peninsular Ranges. The City of Del Mar lies within the Coastal Plain region, which is underlain by a "layer cake" sequence of marine and non-marine sedimentary rock units formed over the last 140 million years. Both land and sea have fluctuated drastically over this time, preserving ancient marine rocks up to approximately 900 feet above sea level and ancient river deposits as high as 1,200 feet above sea level. Faulting related to the local La Nacion and Rose Canyon fault zones has broken up this "layer cake" sedimentary sequence into a series of fault blocks in southwestern portions of the county. The effects of such faulting to areas north of La Jolla are not as evident (City of Del Mar 2020).

Sandstone bluffs largely characterize the City of Del Mar, with larger and more prominent bluffs located in the northern and southern portions along the Pacific Ocean coastline. West of Camino del Mar in the northern portion of the City, the bluffs are identified in the City's Community Plan as one being culturally important sites. Numerous other bluffs throughout the City are also protected natural features as they provide visual relief and diversity. Stability of the bluffs is influenced by general rock strength as well as orientation and continuity. Local conditions, including groundwater seepage, drainage, weathering, and fatigue also influence overall bluff stability.

Soils

Soils underlying the City vary depending on elevation and distance from the shoreline and other water bodies. In the northern half of the City, soils are dominated by silty and sandy loams, such as the Corralitos Series and Huerhuero Series, from the deposition of sediments along the San Dieguito River. In the southern and eastern portions of the City, Marina series soils offer a higher gradient and a more seasonal runoff-dependent depositional environment further away from fluvial channeling. Along the western margin of the City, coastal beaches, tidal flats, and terrace escarpments are associated with the intermixing of the ocean with runoff and fluvial channels.

The majority of land within the City is developed. As a result, pockets of Made Land [sediment and other materials brought to its current location by human activity such as construction (i.e., artificial fill)] comprise approximately 20 percent of the City (Michael Baker International 2025). Refer to Figure 3.4-1, USDA Soils.

Seismic and Geologic Hazards

During the Pliocene era (roughly 5.33 to 2.58 million years ago), several new faults developed in Southern California, creating a new tectonic regime superposed on the flat-lying section of Tertiary and late Cretaceous rocks in the San Diego region. One of these fault systems is the Rose Canyon Fault Zone.

The principal known onshore faults in Southern California are the San Andreas, San Jacinto, Elsinore, Imperial, and Rose Canyon. The principal offshore faults include the Coronado Bank, Descanso, San Diego Trough, and San Clemente faults off the San Diego and northern Baja California coastline. Most of the offshore faults coalesce south of the US international border with Mexico, where they come onshore as the Agua Blanca fault which transects the Baja California peninsula.

Active Faults

The US Geological Survey defines an active fault as a fault that has had surface displacement within Holocene times (approximately the last 11,000 years) and is therefore considered more likely to generate a future earthquake. California's Alquist-Priolo Earthquake Fault Zoning Act requires the State Geologist to establish regulatory zones (known as earthquake fault zones) around the surface traces of active faults that pose a risk of surface ground rupture, and to issue appropriate maps to mitigate the hazard of surface faulting to structures for human occupancy and prevent the construction of buildings used for human occupancy on the surface trace of active faults.

There are nine known active faults within approximately 50 miles of the City limits which include the Coronado, Earthquake Valley, Elsinore, Mount Soledad, Rose Canyon, San Diego, Silver Strand, Spanish Bight, and Wildomar fault lines. These active faults are either part of the Newport-Inglewood-Rose Canyon Fault Zone of the coastal region or the Elsinore Fault Zone which lies further inland (City of Del Mar 2020).

No Earthquake Hazards Zones have been mapped within the City of Del Mar (DOC, n.d.). Approximately 6 miles south of the City lie the Mount Soledad and Rose Canyon faults which are considered active faults and comprise a 4.9-mile onshore segment of the fault zone that extends across a portion of Rose Canyon and the community of La Jolla. These faults are classified as Type B faults, indicating a reduced level of seismic activity (slip rate of less than 5 millimeters per year) and reduced likelihood to produce earthquake events of magnitude 7.0 or greater (City of Del Mar 2020). Movements along the Rose Canyon fault have occurred most recently (within 0.5 million years). Due to known earthquake epicenters that have occurred along this fault trace, it is considered to have the potential to experience seismic events that may pose potential hazards to the City.

Ground Shaking

Ground shaking is the earthquake effect that produces the vast majority of damage and is the most common effect of earthquakes that adversely affects people, animals, and the built environment. Several factors control how ground motion interacts with structures, making the hazard of ground shaking difficult to predict. Earthquakes, or earthquake-induced landslides, can cause damage near and far from fault lines. Damage to buildings and infrastructure can threaten public safety and result in significant economic loss. Seismic waves propagating through the earth's crust are responsible for the ground vibrations typically experienced during an earthquake. Seismic waves can vibrate in any direction and at different

frequencies, depending on the frequency content of the earthquake rupture mechanism and the path and material through which the waves propagate. The earthquake rupture mechanism is the distance from the earthquake source, or epicenter, to an affected site.

As the City is located in Southern California, there is the potential for ground shaking to occur due to strong ground motion resulting from an earthquake. However, such risk is no greater than that for the surrounding region. The primary seismic hazard is the risk for ground shaking to occur in response to a large-magnitude earthquake during the lifetime of the planned CIP improvements.

The California Building Code (CBC) defines different seismic design categories based on building occupancy type and the severity of the probable earthquake ground motion. The six seismic design categories are designated A through F, with Category A having the least seismic potential and Category F having the highest seismic potential.

Liquefaction

Liquefaction is the phenomenon whereby soils lose shear strength and exhibit fluid-like flow behavior. Loose granular soils are most susceptible to these effects, with liquefaction generally restricted to saturated or near-saturated soils at depths of less than 50 feet. Liquefaction normally occurs in soils such as sand in which the strength is purely friction. However, liquefaction has occurred in soils other than clean sand. Liquefaction occurs under vibratory conditions such as those induced by a seismic event. Factors influencing the potential for liquefaction include intensity and duration of ground accelerations, subsurface soil characteristics, in situ stress conditions, and depth to groundwater.

As shown in Figure 3.4-2, Liquefaction Potential, a significant potential for liquefaction occurs along the San Dieguito River Valley and San Dieguito Lagoon in the northern portion of the City. The potential for liquefaction is due to deposits of alluvium and slope wash that are thought to be covering a mixture of beach sand, bay sand and salt, and alluvial sediments (largely dry and silt), mixed with occasional salt and dry marsh deposits (City of Del Mar 2020).

Landslides

Non-seismically induced landslides can be caused by water from rainfall, septic systems, landscaping, or other origins that infiltrate slopes with unstable material. Landslide events are often the result of a preexisting condition such as a plane of weak soil or rock inherent within the rock or soil mass. Movement may be precipitated by earthquakes, wet weather, and changes to the structure or loading conditions on a slope (e.g., by erosion, cutting, filling, or release of water from broken pipes).

Figure 3.4-3, Landslide Potential, shows the landslide potential for the City. Landslide susceptibility classes range from “0” to “X” (with “X” indicating the highest susceptibility) and are based on a combination of rock strength and slope.

Areas within the City with the highest potential for ground failure as a result of lateral spreading, ground lurching, landslides, and/or differential settlement include:

- All of the sea cliffs bordering the City;

- Areas of the Del Mar Formation of Torrey Sandstone where existing slopes exceed 25 percent;
- Areas having a slope of ten percent or more where the strata has been substantially tilted in the direction of the slope; and
- Terrace escarpments comprised of colluvium and slope wash in Crest Canyon and on the northeast side of the Del Mar Hills.

Coastal Bluffs

As defined by the DMMC, coastal bluffs are steep escarpments having a slope gradient equal to or greater than an average of one foot vertical to one foot horizontal and a vertical rise of 15 feet or more, and which are located in an area that is periodically subject to ocean wave action (DMMC Chapter 30.55, Coastal Bluff Overlay Zone). Bluff stability is influenced by general rock strength, orientation, and continuity, in addition to site-specific conditions that may include weathering, groundwater seepage, poor drainage, and other factors. City policies and regulations identified in the Community Plan, Local Coastal Program (LCP) Land Use Plan, and DMMC (e.g., DMMC Chapter 30.52, Bluff, Slope, and Canyon Overlay Zone and DMMC Chapter 30.55, Coastal Bluff Overlay Zone) provide protections to maintain public health and safety; preserve coastal bluffs, related canyons, steep slopes, and downstream resources; and ensure that development is appropriately distanced from the bluff edge (top of the slope) and bluff toe (bottom of the slope). A minimum development setback of 40 feet from the bluff edge is generally required per City regulations to minimize erosion and ensure bluff stability (DMMC § 30.55.080, Setbacks from Coastal Bluffs); however, an evaluation of site-specific conditions may be required to determine sufficient distancing. Other design measures may also be needed to manage storm water and irrigation runoff and to minimize the potential for erosion.

A limited number of CIP projects are planned within the Coastal Bluff Overlay Zone. Refer to Figure 3.4-4, Coastal Bluff Overlay Zone.

Paleontological Resources

The City lies within the Peninsular Ranges geomorphic province, distinguished by northwest-trending mountain ranges and valleys following the branching San Andreas fault. According to available geologic mapping, the City is underlain by eight sedimentary geologic units ranging in age from the middle Eocene to Holocene (Michael Baker International 2025). Table 3.4-1, Paleontological Sensitivity of Underlying Geologic Units, shows these units (youngest to oldest) which range from having no paleontological sensitivity to a high paleontological sensitivity. Refer to Appendix F for a detailed explanation of each geologic unit and the resources they support.

TABLE 3.4-1 PALEONTOLOGICAL SENSITIVITY OF UNDERLYING GEOLOGIC UNITS

Geologic Unit	Paleontological Sensitivity
Artificial Fill (af) (late Holocene).	No paleontological sensitivity unless the underlying native sediments below the fill layer are reached.
Marine Beach Deposits (Qmb) (late Holocene)	Low paleontological sensitivity at the surface and high paleontological sensitivity at depth.
Paralic estuarine deposits (Qpe) (late Holocene)	Low paleontological sensitivity at the surface and high paleontological sensitivity at depth.
Young alluvial flood-plain deposits (Qya) (Holocene and late Pleistocene)	High paleontological sensitivity at all depths due to the few previously recorded fossil localities near the area of interest (i.e., the City).
Old paralic deposits, Units 2–4 and 6 (Bay Point Formation) (Qop) (late to middle Pleistocene)	High paleontological sensitivity at all depths due to their age and abundant marine invertebrate, marine vertebrate, plant, and terrestrial vertebrate fossil specimens.
Very old paralic deposits (Lindavista Formation) (Qvop) (middle to early Pleistocene)	High paleontological sensitivity due to the paucity of previously recovered, scientifically important invertebrate or vertebrate fossil specimens near the City.
Torrey Sandstone (Tt) (middle Eocene)	High paleontological sensitivity at all depths on the basis of the numerous previously collected vertebrate, invertebrate, and plant fossil specimens.
Delmar Formation (Td) (middle Eocene)	High paleontological potential sensitivity at all depths due to its age (middle Eocene) and known fossil specimens.

Source: Appendix F, Programmatic Cultural and Paleontological Resources Assessment– City of Del Mar Capital Improvement Program Streamlining Project, Del Mar, California.



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Legend

- Reference Point
- Project Site

USDA Soils

- CbC — Carlsbad gravelly loamy sand, 5 to 9 percent slopes
- CcC — Carlsbad-Urban land complex, 2 to 9 percent slopes
- Cr — Coastal beaches
- CsC — Corralitos loamy sand, 5 to 9 percent slopes
- CsD — Corralitos loamy sand, 9 to 15 percent slopes
- HrC — Huerhuero loam, 2 to 9 percent slopes
- HuC — Huerhuero-Urban land complex, 2 to 9 percent slopes
- LG-W — Lagoon water
- LvF3 — Loamy alluvial land-Huerhuero complex, 9 to 50 percent slopes, severely eroded
- Md — Made land
- MIC — Marina loamy coarse sand, 2 to 9 percent slopes
- MIE — Marina loamy coarse sand, 9 to 30 percent slopes
- TeF — Terrace escarpments
- Tf — Tidal flats
- TuB — Tujunga sand, 0 to 5 percent slopes

Michael Baker INTERNATIONAL

0 0.25 0.5 Miles

Source: Esri, ArcGIS Online, USDA, City of Del Mar, San Diego County

CITY OF DEL MAR CIP STREAMLINING PROJECT
PROGRAM ENVIRONMENTAL IMPACT REPORT

USDA Soils

Figure 3.4-1

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Legend

- Project Site
- Potential Liquefaction

Michael Baker INTERNATIONAL

0 0.25 0.5 Miles

Source: Esri, ArcGIS Online, City of Del Mar, San Diego County

CITY OF DEL MAR CIP STREAMLINING PROJECT
PROGRAM ENVIRONMENTAL IMPACT REPORT

Liquefaction Potential

Figure 3.4-2

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Legend

- Project Site

Landslide Susceptiblity Classes

- 0
- III
- V
- VI
- VII
- VIII
- IX
- X

CITY OF DEL MAR CIP STREAMLINING PROJECT
PROGRAM ENVIRONMENTAL IMPACT REPORT

Landslide Potential

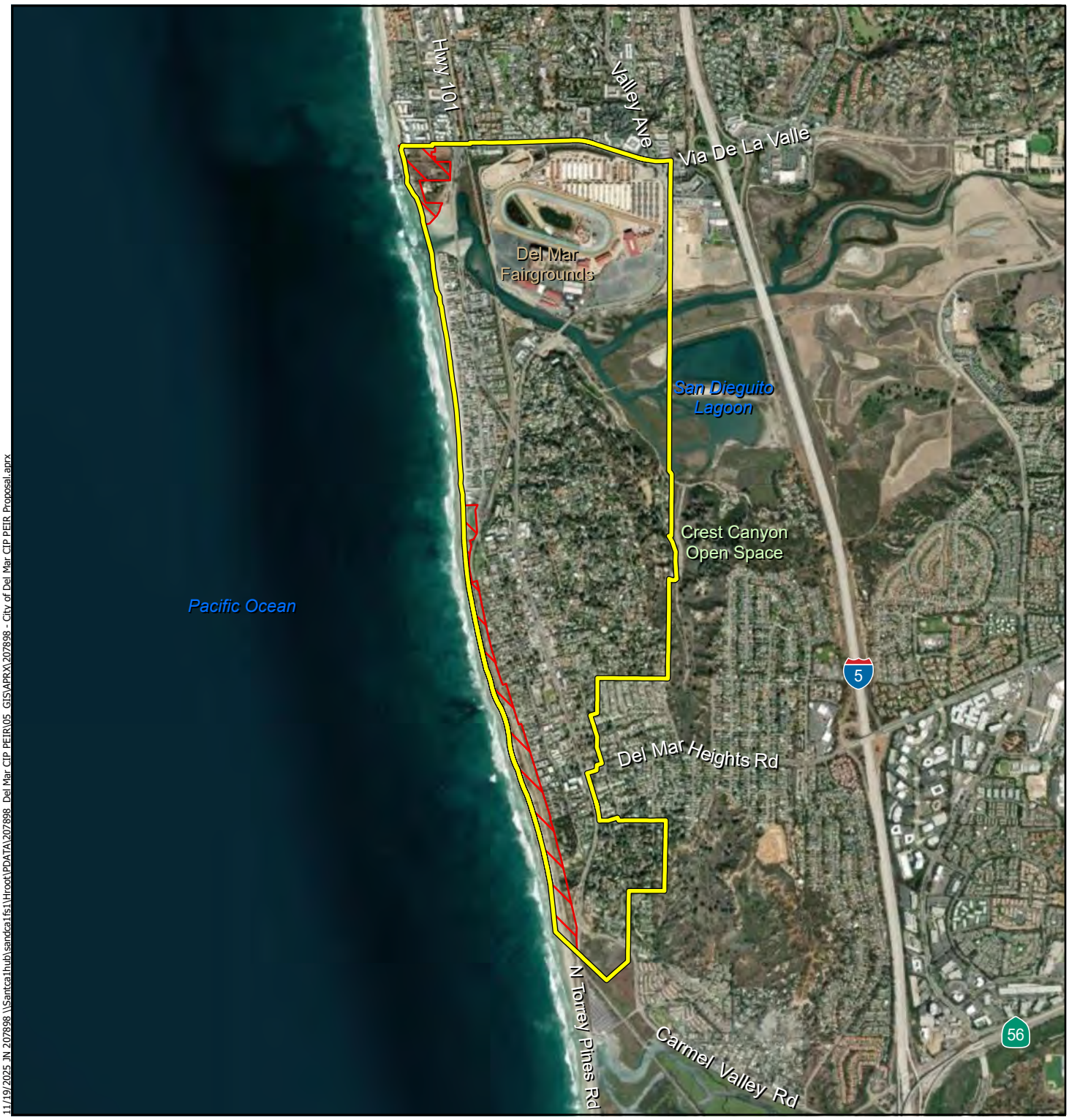
Michael Baker INTERNATIONAL

0 0.25 0.5 Miles

Source: Esri, ArcGIS Online, California Department of Conservation, City of Del Mar, San Diego County

Figure 3.4-3

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Legend

- Project Site
- Coastal Bluffs

Michael Baker INTERNATIONAL

0 0.25 0.5 Miles

Source: Esri, ArcGIS Online, City of Del Mar, San Diego County

CITY OF DEL MAR CIP STREAMLINING PROJECT
PROGRAM ENVIRONMENTAL IMPACT REPORT

Coastal Bluff Overlay Zone

Figure 3.4-4

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3.4.2. Regulatory Framework

Federal

US Geological Survey Landslide Hazard Program

The Landslide Hazard Program was created by the US Geological Survey and is aimed at reducing significant risk of loss from landslide hazards by improving understanding of ground failure and identifying proper mitigation strategies. The federal government leads the funding and conducting of this research. However, the responsibility to reduce such risk of loss occurs at the state and local levels. In San Diego County, the Unified San Diego County Emergency Services Organization provides coordination efforts for implementation of programs aimed at the protection of life and property.

National Flood Insurance Act

The National Flood Insurance Program was created by the National Flood Insurance Act (1968) and is aimed at establishing requirements for floodplain management and minimizing flood damage within special flood hazard areas (areas that have a one percent chance of flooding within a given year, also referred to as the 100-year flood). The National Flood Insurance Program is administered by the Federal Emergency Management Agency (FEMA). FEMA also issues Flood Insurance Rate Maps (FIRMs) which identify properties subject to flooding and establish design standards for protection against flooding in high-risk areas. As required by federal law, development occurring within special flood hazard areas is subject to conformance with specific design standards.

A special flood hazard area (Zone AE) occurs within the City of Del Mar and applies to properties located along the San Dieguito River and San Dieguito Lagoon. A second special flood hazard area (Zone VE) generally applies to beachfront properties with flooding risk associated with the Pacific Ocean. Property owners within these zones are required to carry flood insurance. Other properties located in Zone X within the floodplain on the FIRM maps are assigned a lower associated risk of flooding and fewer associated requirements.

Soil and Water Resources Conservation Act

The Soil and Water Resources Conservation Act is aimed at the protection and restoration of soil functions on a permanent and sustainable basis. The Act requires the US Department of Agriculture to prepare and periodically update a plan to identify soil and water conservation measures for implementation on private lands. The plan is based upon an established inventory and appraisal of existing resource conditions and trends. The Natural Resources Conservation Service is the primary agency responsible for completing the land appraisals. Measures enacted for soil and water conservation may include avoidance of harmful soil changes; rehabilitation of soil and water on contaminated sites; and measures to minimize or avoid potential negative impacts to soils.

Section 402, National Pollutant Discharge Elimination System

Section 402 of the Clean Water Act establishes the permit program to regulate pollutant discharge from point sources and discharge pollutants into waters of the US. In California, the US Environmental Protection Agency has authorized the State Water Resources Control Board (SWRCB) to issue the permits required to implement the National Pollutant Discharge Elimination System (NPDES) program.

The NPDES Construction General Storm Water Permit, referred to as the Construction General Permit, is administered by the San Diego Regional Water Quality Control Board. Disturbance of one acre or more triggers NPDES coverage under the Construction General Permit, which requires:

- Filing of a Notice of Intent with the SWRCB;
- Implementation of a storm water pollution prevention plan (SWPPP) that specifies best management practices (BMPs) to prevent grading/construction-related pollutants (including sediment from erosion) from contacting storm water and moving off-site into receiving waters, as well as elimination/reduction of non-stormwater discharges; and
- Inspection of all BMPs.

The Construction General Permit also contains requirements for post-construction storm water management in the form of long-term BMPs, particularly for impervious surface runoff.

Paleontological Resources Preservation Act

The Paleontological Resources Preservation, Omnibus Public Lands Act (Public Law 111-011, Title VI, Subtitle D) (PRPA) directs the Secretaries of the US Department of the Interior and US Department of Agriculture (USDA) to manage and protect paleontological resources on federal land controlled or administered by these departments using "scientific principles and expertise." The PRPA codifies existing policies of the Bureau of Land Management, National Park Service, US Forest Service, Bureau of Reclamation, and US Fish and Wildlife Service, and provides the following:

- Definitions of "paleontological resources" and "casual collecting;"
- Criteria for the issuance of resource-use permits; and
- Requirements for the collection of paleontological resources and their curation in approved repositories; and penalties (criminal and civil) for the illegal removal, sale, purchase, transport, theft, and/or vandalism of fossils from federal lands.

State

California Building Code

The State of California establishes minimum standards for building design and construction through the California Building Code (CBC) (California Code of Regulations, Title 24). The CBC is based on the Uniform Building Code, which is used widely throughout the United States (generally adopted on a state-by-state or district-by-district basis) and has been modified for conditions in California. State regulations and engineering standards related to geology, soils, and seismic activity in the Uniform Building Code are reflected in the CBC requirements.

The CBC contains specific requirements for seismic safety, excavation, foundations, retaining walls, and site demolition. It also regulates grading activities, including drainage and erosion control.

Alquist-Priolo Earthquake Fault Zoning Act

As a result of the 1971 San Fernando earthquake, the California Legislature passed the Alquist-Priolo Earthquake Fault Zoning Act (PRC Section 2621 et seq.) to provide a mechanism for reducing losses from surface fault rupture on a statewide basis. Specifically, the Act requires that proposed developments incorporating tracts of four or more dwelling units investigate the potential for ground rupture in designated Alquist-Priolo zones. These zones serve as an official notification of the probability of ground rupture during potential earthquake events.

Local agencies are required to regulate development proposed in such designated fault zones. Where such zones are designated, no building may be constructed on the line of fault. In addition, before any construction is allowed, a geologic study must be conducted to determine the location of all active fault lines within the zone.

California Seismic Hazards Mapping Act

The Seismic Hazards Mapping Act (CCR Code, §§2690–2699.6) addresses earthquake hazards from non-surface fault rupture which may include liquefaction, landslides, strong ground shaking, and other hazards caused by earthquake events or geological conditions. Provisions in the Act allow a lead agency for a project to withhold issuance of required permits until geologic or soils investigations are undertaken, as appropriate, and mitigation measures identified and incorporated into plans to minimize or avoid potential hazards related to seismicity and soil instability.

Public Resources Code

PRC Sections §5097–5097.6 identify the unauthorized disturbance or removal of archaeological, historical, or paleontological resources located on public lands as a misdemeanor. The Act prohibits deliberate destruction of objects of antiquity without a permit (expressed permission) on public lands and allows for criminal sanctions if such actions occur.

The PRC also requires agency consultation with the Native American Heritage Commission in the event that Native American graves are discovered during ground disturbance or excavation, with the take or possession of remains or artifacts encountered being considered a felony. California PRC §5097.5 states that “no person shall knowingly and willfully excavate upon, or remove, destroy, injure, or deface any historic or prehistoric ruins, burial grounds, archaeological or vertebrate paleontological site, including fossilized footprints, inscriptions made by human agency, rock art, or any other archaeological, paleontological or historic feature situated on public lands, except with the express permission of the public agency having jurisdiction over the lands.”

California Coastal Act

The California Coastal Act (CCA), in part, authorizes the California Coastal Commission (CCC) to review permit applications for development within the coastal zone; where appropriate, reasonable mitigation measures are required to offset the potential effects of such development. Pursuant to Section 30253 of the CCA, new development is required to: 1) minimize risks to life and property in areas of high geologic, flood, and fire hazard; and 2) assure stability and structural integrity, and neither create nor substantially contribute to erosion, geologic instability, or destruction of a site or the surrounding area or in any way

requires the construction of protective devices that would result in substantial alteration of coastal landforms such as bluffs and cliffs.

In conforming with CCA requirements, the City of Del Mar implements its LCP which applies to all proposed development within the coastal zone and outside California Coastal Commission jurisdiction. When required, applications for a Coastal Development Permit for new development are reviewed and permits issued to identify if there are any "special conditions" to conditionally approve a project intended to ensure the protection of coastal resources. The CCA also provides protection of paleontological resources within the coastal zone, indicating that "Where development would adversely impact archaeological or paleontological resources as identified by the State Historic Preservation Officer, reasonable mitigation measures shall be required" (CCA §30244).

State Water Resources Control Board Storm Water Construction General Permit

The state has adopted the NPDES General Permit for Storm Water Discharges Associated with Construction Activities (Construction Activities General Permit) (SWRCB Order No. 2022-0057-DWQ, NPDES No. CAS000002). The Construction General Permit requires that construction sites with one acre or greater of soil disturbance, or less than one acre but part of a greater common plan of development, apply for coverage for discharges under the Construction General Permit by submitting a Notice of Intent for coverage, developing a SWPPP, and implementing BMPs to address construction site pollutants. Section A of the Construction General Permit describes the elements that must be contained in a SWPPP.

Regional

San Diego County Multi-Jurisdictional Hazard Mitigation Plan

San Diego County and 18 local jurisdictions, including the City of Del Mar, adopted the Multi-Jurisdictional Hazard Mitigation Plan (MHMP). The MHMP is a countywide plan that identifies risks and ways to minimize damage by natural and human-made disasters. It is a comprehensive document that serves many purposes, including creating a decision tool for management, promoting compliance with state and federal program requirements, enhancing local policies for hazard mitigation capability, and providing interjurisdictional coordination. The City's specific hazard mitigation goals, objectives, and related potential actions for earthquake hazards are identified in the MHMP.

Relative to geology and soils, the MHMP addresses potential hazards resulting from earthquakes, erosion, expansive soils, landslides, and subsidence. Of these, earthquake and erosion events are identified as having a likely potential to occur over a significant to extensive portion of the City. The MHMP identifies specific goals for mitigating such hazards, including Goal 3, which is aimed at reducing the potential for damage and loss on human life, critical facilities/infrastructure, and City-owned facilities as a result of geological hazards including erosion, landslides, and/or earthquakes.

County of San Diego Guidelines for Determining Significance of Paleontological Resources

The City has not adopted its own guidelines for determining significance of paleontological resources. Rather, the City relies upon the County of San Diego Guidelines, which define paleontological sensitivity as follows:

- High. Geologic formations known to contain paleontological localities with rare, well preserved, critical fossil materials for stratigraphic or paleoenvironmental interpretation, and fossils providing important information about the paleoclimatic, paleobiological and/or evolutionary history (phylogeny) of animal and plant groups. In general, formations with high resource potential are considered to have the highest potential to produce unique invertebrate fossil assemblages or unique vertebrate fossil remains and are, therefore, highly sensitive.

- Moderate. Moderate resource potential and moderate sensitivity are assigned to geologic formations known to contain paleontological localities. These geologic formations are judged to have a strong, but often unproven, potential for producing unique fossil remains.

- Low. Low resource potential and low sensitivity are assigned to geologic formations that, based on their relatively young age and/or high-energy depositional history, are judged unlikely to produce unique fossil remains. Low resource potential formations rarely produce fossil remains of scientific significance and are considered to have low sensitivity. However, when fossils are found in these formations, they are often very significant additions to our geologic understanding of the area.

- Marginal. Marginal resource potential and marginal sensitivity are assigned to geologic formations that are composed either of volcaniclastic (derived from volcanic sources) or metasedimentary rocks, but that nevertheless have a limited probability for producing fossils from certain formations at localized outcrops. Volcaniclastic rock can contain organisms that were fossilized by being covered by ash, dust, mud, or other debris from volcanoes. Sedimentary rocks that have been metamorphosed by heat and/or pressure caused by volcanoes or plutons are called metasedimentary. If the sedimentary rocks had paleontological resources within them, those resources may have survived the metamorphism and still be identifiable within the metasedimentary rock, but since the probability of this occurring is so limited, these formations are considered marginally sensitive.

- No Potential. No resource potential is assigned to geologic formations that are composed entirely of volcanic or plutonic igneous rock, such as basalt or granite, and therefore do not have any potential for producing fossil remains. These formations have no paleontological resource potential and are not sensitive.

Local

City of Del Mar Local Coastal Program

The City's LCP is comprised of the certified Land Use Plan and Implementing Ordinances which the CCC has certified as being consistent with the Coastal Act and meeting its requirements. Regulations for new

development within the Bluff, Slope, Canyon Overlay Zone (DMMC Chapter 30.52), the Coastal Bluff Overlay Zone (DMMC Chapter 30.55), and the Floodplain Overlay Zone (DMMC Chapter 30.56) are provided in the LCP. Amendments to the LCP and Land Use Plan have been adopted (2018) to identify the City's approach to flood management, reduction of bluff erosion, and achieving resiliency relative to sea level rise. The City's certified LCP policies address coastal bluff erosion, landslides hazards, and shoreline protection.

The following additional LCP regulations are applicable to geology and soils:

DMMC § 30.55.080 – Setbacks from Coastal Bluffs

- Unless otherwise specified herein, all new or redeveloped principal or accessory structures, including new supporting foundations or supports for existing structures, shall be set back a minimum of 40 feet from the top edge of the coastal bluff as defined in this Chapter.

- All new fences, windscreens, and benches shall be set back a minimum of ten feet from the top edge of the coastal bluff as defined in this Chapter. All such improvements, when providing less than the 40-foot coastal bluff top setback otherwise required in this Chapter, shall be constructed primarily above grade using light-weight materials and without the use of grading and/or continuous foundation components.

- No grading shall be allowed within 40 feet of the top edge of a coastal bluff.

- No grading or construction activities shall be allowed on the face of a coastal bluff unless approved as part of a Shoreline Protection Permit or Setback Seawall Permit issued in accordance with the provisions of this Title and when the Planning Commission or City Council, as the authorized review body for the project, makes a finding that the proposed grading has been minimized to the extent feasible to implement the authorized shoreline protection.

City of Del Mar Sea Level Rise Adaptation Plan

The City has adopted a Sea Level Rise Adaptation Plan (Adaptation Plan) as an amendment to the LCP, which is incorporated by reference into the amended Community Plan Safety Element. The Adaptation Plan provides guidance related to future development and identifies options for adapting to potential effects of projected sea-level rise, flooding from the Pacific Ocean and San Dieguito River, and associated coastal bluff and beach erosion.

Such options as beach nourishment and sand retention are considered adaptation measures that would reduce the potential for wave run-up and bluff erosion. The City's Sediment Management Plan (2018) supports the adopted approach for beach nourishment and maintenance dredging of the San Dieguito River inlet, as established in the Adaptation Plan. The City also implements its Sand Compatibility Opportunistic Use Program which allows for use of beach-quality sand from local construction or development projects for shoreline nourishment to address coastal erosion and sea-level rise in accordance with the Adaptation Plan and Sediment Management Plan.

City of Del Mar Community Plan

The City of Del Mar Community Plan (which serves as the City's General Plan) is the primary source of long-range planning and policy direction used to guide growth and preserve the quality of life in the City. The following goals and policies are relevant in protecting geology and soils:

Community Plan: Environmental Management

GOAL 1: Establish without delay a comprehensive program to preserve and acquire permanent open space sufficient to meet the long-range needs of the community, preserve and enhance natural resources, and protect areas and people susceptible to seismic and flooding hazards.

Policy E.7. Open space areas should be managed with erosion control and pollution prevention measures in the forefront.

Policy F.5. Establish special controls to protect the natural environment in areas of bluffs, slopes, and canyons having special conservation sensitivity. (See Precise Plan for Bluffs, Slopes and Canyons.)

Policy H.4. Ensure that future development results in a minimum disturbance of existing or natural terrain and vegetation and does not create soil erosion, silting of lower slopes, slide damage, flooding problems, and/or severe cutting or scarring.

Policy H.10. Work with other local government agencies to develop cross-jurisdictional land use development standards and policies in order to maintain a watershed-based approach to land use, erosion, flood control, and nonpoint source pollution.

Policy H.11. Minimize or prevent development in hazard and resource areas with the following characteristics: flood potential; wetlands; riparian corridors; and areas with a greater than 25% slope.

Policy O.2: Supplement and update geologic information available to the City.

Community Plan: Community Development

GOAL 3: Preserve and enhance Del Mar's special residential character and small-town atmosphere with its harmonious blending of buildings and landscape in proximity to a beautiful shoreline.

Policy G.1. Avoid development of areas particularly susceptible to erosion and sediment loss (e.g., steep slopes) and/or establish development guidance that identifies these areas and protects them from erosion and sediment loss. It is general policy to limit grading permits or prohibit grading in those areas susceptible to erosion from October 1st through April 30th without the implementation of erosion control measures.

Policy G.2. Prevent undue erosion by retaining stormwater flows and peak flows to creek channels by implementing low impact development design features that include maximum

pervious surfaces, minimize natural drainage disturbances, and reduce not directly connected impervious surfaces. Regulate development near watercourses to reduce erosion and pollution and to provide open natural areas.

City of Del Mar Municipal Code

Uniform Codes for Construction Building Code

The City's Uniform Codes for Construction Building Code (DMMC Chapter 23.12) incorporates the 2025 CBC. The Code is intended to regulate construction of applicable facilities and encompasses and formally adopts associated elements of the CBC. As detailed in the DMMC Chapter 23.12, California Codes for Construction, "*All erection, construction, enlargement, alteration, repair, moving, removal, conversion, demolition, occupancy, equipment, use, height, area and maintenance of buildings and structures within the City of Del Mar shall be in conformance with the (2025) California Building Code and the adopted Appendix Chapters, published by the California Building Standards Commission.*"

DMMC Chapter 23.32 identifies requirements for obtaining a grading/excavation permit. Unless otherwise provided, the City issues all excavation and grading permits and performs related inspections when the grading/excavation permit application conforms to the provisions of the DMMC.

Coastal Bluff Overlay Zone

Coastal bluffs are steep escarpments with a slope gradient equal to or greater than an average of one foot vertical to one foot horizontal and a vertical rise of 15 feet or more, and which are located in an area that is periodically subject to ocean wave action (DMMC Chapter 30.55, Coastal Bluff Overlay Zone). The City has adopted policies and regulations in its Community Plan, LCP Land Use Plan, and DMMC (e.g., DMMC Chapter 30.52, Bluff, Slope, and Canyon Overlay Zone and DMMC Chapter 30.55, Coastal Bluff Overlay Zone). Such policies and regulations are intended to protect the public health, safety, and general welfare; preserve scenic sandstone bluffs, related canyons, steep slopes, and their downstream resources; and to distance development from the bluffs to ensure stability and minimize erosion. Refer also to Figure 3.4-4, Coastal Bluff Overlay Zone.

DMMC § 30.55.090, Subsection B includes the following requirements for projects supporting coastal bluffs:

> *"All applications for projects involving new construction on properties containing coastal bluffs shall be accompanied by a geotechnical report addressing: 1) existing conditions; 2) the suitability of the site for the proposed construction; and 3) the potential of the proposed development to affect bluff stability over a 70-year life span of the project; 4) the potential future need for shoreline protection during an expected 70-year life span of the project; 5) an analysis of bluff retreat and coastal stability for the project site, according to accepted professional standards; 6) an analysis of the potential effects on bluff stability of rising sea levels, using latest scientific information; 7) an analysis of the potential effects of past and projected El Niño events on bluff stability; and 8) an analysis of whether the affected section of coastline is under a process of retreat. The report shall also include recommended mitigation measures as they relate to avoidance of risks and*

preservation of fragile bluff systems. In the event that a submitted report recommends a coastal bluff top setback of a greater distance than otherwise minimally required in this Chapter [40 feet], the greater distance shall be provided. In addition, for new development, the applicant shall acknowledge a waiver of all rights to future protective devices for the new development through recordation of a deed restriction as a condition of permit approval."

3.4.3. Significance Thresholds

The following thresholds of significance are based on CEQA Guidelines Appendix G. For the purposes of this PEIR, the project would be considered to have a significant impact relative to geology and soils if it would:

1. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:

    a. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning map issued by the State Geologist for the area or based on other substantial evidence of a known fault.

    b. Strong seismic ground shaking.

    c. Seismic-related ground failure, including liquefaction.

    d. Landslides.

2. Result in substantial soil erosion or the loss of topsoil.

3. Be located on geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on-or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse.

4. Be located on expansive soils, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property.

5. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater.

6. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.

3.4.4. Project Impacts and Mitigation

Risk of Loss, Injury, or Death Involving Rupture of Alquist-Priolo Fault

Impact 3.4-1a	**The project would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning map issued by the State Geologist for the area or based on other substantial evidence of a known fault. Impacts would be less than significant.**

The planned CIP projects would involve a range of infrastructure and facility improvements that would include both underground (e.g., water, wastewater, and storm water infrastructure; utility undergrounding) and aboveground (e.g., street, trail, and pathway improvements; sea walls and retaining walls; supporting utility infrastructure; restrooms; concessions; lifeguard towers and other public facilities). Some improvements may therefore involve structures that could be occupied, and therefore would have a greater risk of loss, injury, or death as the result of seismic events.

No known active faults transect the City nor is the City located within an earthquake fault zone mapped by the state or by the County of San Diego. The nearest active faults are the Mount Soledad and Rose Canyon faults, approximately 6 miles south of the City (City of Del Mar 2020).

Although no active faults traverse the project site, as appropriate to the improvements undertaken (e.g., retaining walls or other such structures deemed necessary in support of the utility undergrounding), new development would be required to comply with the requirements of the Alquist-Priolo Fault Zoning Act and the CBC, and the City's Uniform Codes for Construction Building Code (DMMC Chapter 23.12) which incorporates the 2025 CBC.

The CBC requirements address structural seismic safety and include design criteria for seismic loading and other geologic hazards, as well as provide calculation methods to assist in the design process. The CBC includes provisions for infrastructure to survive an earthquake without collapse and other structural design. Additionally, as deemed appropriate to the individual CIP projects, a geotechnical evaluation to address existing conditions and identify site-specific engineering design recommendations for soil compaction levels, retaining wall footing design parameters, and/or other relevant design measures may be required to ensure all improvements are constructed to appropriate engineering requirements.

Because of the distance to the nearest fault and the magnitude of past seismic activity, the proposed project would neither negate nor supersede the requirements of the Alquist-Priolo Earthquake Fault Zoning Act, nor would the project expose people or structures to potentially substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault as delineated on the current Alquist-Priolo Earthquake Fault Zoning Map. Standard compliance with state and local engineering design regulations would ensure that impacts remain **less than significant**.

Mitigation Measures: None required.

Level of Significance: Less than significant.

Risk of Loss, Injury, or Death Involving Strong Seismic Ground Shaking

Impact 3.4-1b	**The project would not expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking. Impacts would be less than significant.**

Refer also to Response 3.4-1a, above. The City is located in a seismically active area of Southern California. A seismic event along the Newport-Inglewood-Rose Canyon Fault or the Lake Elsinore Fault could result in seismic ground shaking at the individual project sites and may have the potential to affect the proposed CIP improvements.

As appropriate to the individual CIP improvements, project compliance with seismic design standards identified in the current version of the CBC and requirements contained in the City's Uniform Codes for Construction Building Code (DMMC Chapter 23.12) would minimize potential adverse effects, including the risk of loss, injury, or death from strong seismic ground shaking. Impacts would be **less than significant**.

Mitigation Measures: None required.

Level of Significance: Less than significant.

Risk of Loss, Injury, or Death Involving Seismic-related Ground Failure

Impact 3.4-1c	**The project would not expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction. Impacts would be less than significant.**

Areas subject to significant liquefaction potential occur within the San Dieguito River Valley and San Dieguito Lagoon, generally in the northern portion of the City (north of Jimmy Durante Boulevard and San Dieguito Drive) (City of Del Mar 2020); refer also to Figure 3.4-2, Liquefaction Potential. Improvements occurring within or in proximity to these areas are considered to have an increased potential for the risk of liquefaction.

The proposed utility undergrounding projects would occur throughout the City and would therefore have the potential to be located within areas identified as having the potential for liquefaction to occur; refer to Figure 3.4-2. The number of water, wastewater, and storm water infrastructure projects located within the area identified as subject to liquefaction would be limited. Similarly, the planned street improvements would generally occur throughout the City; however, the majority of such improvements would be concentrated in the central and southern portions of the City, south of the area identified as having a high risk for liquefaction.

Minor facility improvements proposed (exterior façade repairs and interior improvements, such as painting and new carpeting; security/fire system repairs; and roof repairs) would not increase the exposure of people or structures to potential adverse effects resulting from liquefaction. However, more intensive activities such as potential relocation of several public structures from the flood zone or

replacement of a lifeguard tower, may have a greater potential to expose people or structures to the risk of loss, injury, or death as a result of liquefaction.

A number of planned open space improvements would be located in the northern portion of the City, within the area identified as having a high risk for potential liquefaction. Minor open space improvements such as landscaping and bench installation would not result in substantial risks related to liquefaction. However, other physical open space improvements (e.g., public restrooms, concessions, lifeguard tower) may have a greater potential to expose people or structures to the risk of loss, injury, or death as a result of liquefaction.

As appropriate, the CIP improvement projects would be required to comply with relevant state and local regulations and construction standards, including seismic structural design requirements identified in the current CBC and the Uniform Codes for Construction Building Code (DMMC Chapter 23.12). A site-specific geotechnical study may be required at the time when an individual project is undertaken to evaluate underlying geologic conditions and to recommend engineering design recommendations.

With conformance to relevant engineering design standards and state and local regulations, the project would not expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure related to liquefaction. Impacts would be **less than significant**.

Mitigation Measures: None required.

Level of Significance: Less than significant.

Risk of Loss, Injury, or Death Involving Landslides

Impact 3.4-1d	**The project would not expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving landslides. Impacts would be less than significant.**

As shown in Figure 3.4-3, Landslide Potential, there are areas within the City identified as having a potential risk for landslide occurrence. Such lands are generally located south of Jimmy Durante Boulevard and San Dieguito Drive, and in the northwestern portion of the City. The CIP improvements planned within or in proximity to these areas are therefore considered to have a higher potential for adverse effects resulting from landslide events.

Refer to Response 3.4-1(c), above. As stated, the planned CIP improvements would occur throughout the City, individual projects may occur on lands identified as having the potential for landslide occurrence.

The majority of lands affected by the CIP program is generally flat and has been previously developed with similar public infrastructure improvements. The planned CIP improvements would therefore not create a new condition that would substantially increase the exposure of people or structures to the risk of landslides.

Further, the majority of planned improvements, including utility undergrounding and water, wastewater, and storm water improvements, would largely be located underground, thus avoiding potential damage from landslides. However, as some CIP projects would be aboveground (e.g., lifeguard towers, community building, public facility buildings, pump stations, roads, sidewalks, utility support infrastructure, retaining walls) , such improvements would be required to comply with relevant state and local engineering design regulations identified in the current version of the CBC and requirements contained in the City's Uniform Codes for Construction Building Code (DMMC Chapter 23.12). Additionally, a site-specific geotechnical study may be required, with the individual project design tailored to incorporate any engineering design recommendations provided to minimize potential risks from landslides.

With conformance to relevant engineering design standards and state and local regulations, the proposed project would not result in substantial adverse effects, including the risk of loss, injury, or death involving landslides. Impacts would be **less than significant**.

Mitigation Measures: None required.

Level of Significance: Less than significant.

Soil Erosion or Loss of Topsoil

Impact 3.4-2	**The project would not result in substantial soil erosion or the loss of topsoil. Impacts would be less than significant.**

The majority of CIP improvements would generally affect previously disturbed lands within the City, which is urban in character and largely built out. Soil erosion may result during construction of the proposed improvements, as grading, excavation, backfilling, stockpiling, and resurfacing would loosen surface soils and make soils susceptible to the erosional effects of wind and water movement across the surface. Further, the planned improvements may increase impervious surfaces within the City, or result in graded slopes, thereby increasing the potential for erosion from storm water runoff or downstream sedimentation to occur.

Minor facilities improvements such as interior or façade improvements would not contribute to erosion or the loss of topsoil, as ground disturbance would not occur. However, other improvements may involve grading and excavation to allow for building construction, remodeling, and/or relocation, or the introduction of new or expanded impervious surfaces, thereby disturbing soils and increasing the potential for erosion and sedimentation. As appropriate to the individual CIP improvements undertaken, the project would comply with the provisions of state and local requirements for avoiding and minimizing impacts concerning soil erosion or loss of topsoil. Such requirements include the City's Uniform Codes for Construction Building Code (DMMC Chapter 23.12) and the City's Grading Ordinance (DMMC Chapter 23.32) which would require a Grading Plan and Soils Engineering Report before issuance of grading permits.

As applicable, construction-related erosion control for individual improvement projects would be addressed through compliance with the NPDES program, which would require that, prior to any activities that may result in pollutants entering a municipal separate storm sewer system, a SWPPP would be

prepared and approved by the City Engineer. The SWPPP would identify BMPs to be implemented during project construction to prevent erosion, minimize siltation, and protect water quality, and post-construction storm water management measures in the form of long-term BMPs, particularly for impervious surface runoff. Post-construction storm water management measures in the form of long-term BMPs would also be implemented, as appropriate, for the management of impervious surface runoff.

Adherence to the BMPs in the SWPPP, in addition to applicable state and local design regulations, would minimize the potential for soil erosion or the loss of topsoil as the result of project-related activities. Impacts would be **less than significant**.

Mitigation Measures: None required.

Level of Significance: Less than significant.

Unstable Geologic Unit or Soil

Impact 3.4-3	**The project would not be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse. Impacts would be less than significant.**

Refer to Response 3.4-1c for discussion of liquefaction and Response 3.4-1d for discussion of landslides.

Although limited, several CIP improvement projects are planned within the coastal bluff overlay zone, and thus, on or within proximity to potentially unstable bluffs; refer to Figure 3.4-4, Coastal Bluff Overlay Zone. The coastal bluff overlay zone generally applies to the southern half and the northwestern portion of the City along the Pacific Ocean coastline.

As the CIP projects may involve ground disturbance (e.g., grading, excavation, trenching, backfilling) and construction within the coastal bluff overlay zone, they may have the potential to affect unstable geological units or soils. Additionally, minor CIP improvement projects planned throughout the City (e.g., exterior façade repairs, bench installation, and interior improvements) would pose minimal risk relative to unstable geologic units or soils. However, more intensive activities (e.g., potential relocation of several public structures from the flood zone; lifeguard tower replacement; restrooms; concessions; community building) may require construction having the potential to be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project.

Chapter 30.55, Coastal Bluff Overlay Zone, of the DMMC requires that development of property within the coastal bluff overlay zone include consideration of topographic maps to delineate coastal bluffs and bluff edges, as well as preparation of a site-specific geotechnical study. Preparation of an erosion and sedimentation control plan is also typically required for any grading proposed within the Coastal Bluff Overlay zone.

Coastal bluff protections are further implemented via project conformance with policies and regulations identified in the Community Plan, LCP, and DMMC (e.g., DMMC Chapter 30.52, Bluff, Slope, and Canyon Overlay Zone). City policies and regulations are implemented for the protection of public health, safety, and general welfare; preservation of scenic bluffs, canyons, steep slopes, and associated downstream resources; and distancing of development from the bluff edge (top of slope) and bluff toe (bottom of slope).

Future improvements facilitated by the CIP would be subject to permitting approval and required to demonstrate conformance with applicable state and local requirements to ensure that potential impacts related to unstable geological units or soils, including coastal bluffs per DMMC § 30.55.090, Subsection B, and the Uniform Codes for Construction Building Code (DMMC Chapter 23.12), are avoided or minimized to the extent feasible. As appropriate to the individual CIP projects, conformance with such requirements, including the DMMC requirement for preparation of a geotechnical investigation (as applicable) and conformance with any recommendations identified for grading, soil stabilization, foundation design, and/or slope stability, would reduce impacts related to unstable geological units or soils to **less than significant**.

Mitigation Measures: None required.

Level of Significance: Less than significant.

Expansive Soils

Impact 3.4-4	**The project would not be located on expansive soils, as defined in Table 18 1 B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property. Impacts would be less than significant.**

Expansive soils are clayey soils characterized by their ability to undergo significant volume changes (shrinking or swelling) due to variations in moisture content. Such volume changes can be damaging to buildings, infrastructure, and other components within the built environment.

Soils within the City are generally composed of 30 percent or less clay components, and therefore have a reduced potential risk for expansion to occur. Soils having a greater potential for expansion include Made Land, Terrace Escarpments, and Loamy Alluvial Land-Huerhuero Complex (City of Del Mar 2020). Figure 3.4-1, USDA Soils, shows the general soil composition within the City.

Some minor CIP improvements, such as landscaping, interior renovations, façade improvements, and bench installation, would not result in substantial risks related to expansive soils. However, other physical improvements (e.g., public restrooms, concessions, lifeguard tower, community building, retaining walls and other structural elements) would have the potential to be located on lands where expansive soils are present and may require design considerations.

As there is a potential for the presence of expansive soils within areas where CIP improvements are planned, direct or indirect risks to life or property may occur, resulting in a significant impact. As appropriate, design and construction of the planned improvements would adhere to state and local

engineering design and permitting requirements, including the City's Uniform Codes for Construction Building Code (DMMC Chapter 23.12) and Grading Ordinance (DMMC Chapter 23.32). For areas where expansive soils are anticipated, a site-specific geotechnical report may be required to evaluate geologic conditions and identify proper engineering design recommendations (e.g., soil stabilization and foundation design) and to ensure that geologic risks relative to expansive soils are minimized or avoided.

As individual projects would be implemented following proper engineering methods and code requirements, it is not anticipated that construction activities associated with the CIP improvements would exacerbate expansive characteristics in soils. With adherence to applicable state and local regulations and requirements, future CIP improvements would not create a substantial risk to life or property associated with expansive soils. Impacts would be **less than significant**.

Mitigation Measures: None required.

Level of Significance: Less than significant.

Septic Tanks

Impact 3.4-5	**The project would not have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater. No impact would occur.**

The City owns and operates its own sanitary sewer collection system. The majority of wastewater collected flows to the Elijo Wastewater Reclamation Facility, with a limited percentage being treated at the Point Loma Wastewater Treatment Plant.

The planned utility undergrounding, water, wastewater, storm water and street improvements would involve replacement, upgrades, and rehabilitation of existing City infrastructure systems. Such improvements would not involve habitable structures, and the need for wastewater disposal systems or the use of septic tanks would not be required.

Planned CIP improvements to City public facilities may involve study for relocation of existing public facilities (i.e., fire station and public works facility) and/or general as-needed improvements to other existing City facilities (lifeguard tower) that may require wastewater services. Some planned open space projects (i.e., restrooms at Shores Park) may similarly require wastewater services. As needed, wastewater flows generated by the CIP improvement projects would be collected on-site and conveyed to points of connection to the public sewer system. The use of septic systems or alternative wastewater systems would not be required. **No impact** would occur.

Mitigation Measures: None required.

Level of Significance: No impact.

Paleontological Resources or Unique Geologic Features

Impact 3.4-6	**The project would have the potential to directly or indirectly destroy a unique paleontological resource or site or unique geologic feature. Impacts would be less than significant with mitigation incorporated.**

Impacts on paleontological resources occur when excavation activities encounter fossiliferous geological deposits and cause physical destruction of fossil remains. Fossil remains, fossil sites, fossil-producing geologic formations, and geologic formations with the potential for containing fossil remains are all considered paleontological resources or have the potential to be paleontological resources. Fossil remains are considered important if they are well preserved, identifiable, type/topotypic specimens, age diagnostic, useful in environmental reconstruction, and/or represent new, rare, and/or endemic taxa.

Construction Impacts

Due to the programmatic nature of this PEIR, this analysis focuses on reasonably foreseeable impacts and establishes standards for individual CIP project review. The approach integrates baseline data from the *Programmatic Cultural and Paleontological Resources Assessment* (Appendix F) and applies a screening-level evaluation of potential impacts associated with the CIP categories. The analysis utilizes a citywide paleontological sensitivity map to classify areas as high, moderate, low, or no sensitivity, based on the age, lithology, and depositional environment of the geologic units present at or near the surface (see Figure 3.4-5, Paleontological Resources Sensitivity Zones). Figure 3.4-6a through Figure 3.4-6g show the existing public infrastructure and municipal facilities with the paleontological resources sensitivity zones.

The high paleontological sensitivity zone is underlain with Delmar Formation (Td), Torrey Sandstone (Tt), and late to middle Pleistocene-aged paralic deposits ($Qop_{2–4}$, Qop_{6}), which have previously yielded scientifically significant fossils in the City. These geologic units are known regionally for yielding vertebrate and invertebrate fossils and are considered to have high potential for additional discoveries. As such, grading and excavation in the high paleontological sensitivity zone could encounter paleontological resources if Delmar Formation, Torrey Sandstone, or late to middle Pleistocene-aged paralic deposits are encountered, which could result in a **potentially significant impact**.

The moderate paleontological sensitivity zone is underlain with Middle Pleistocene very old paralic deposits ($Qvop_{11}$) and Holocene to late Pleistocene Young alluvial floodplain deposits (Qya), which have previously yielded scientifically significant fossils but not in the City. As such, grading and excavation in the moderate paleontological sensitivity zone could encounter paleontological resources if Middle Pleistocene very old paralic deposits or Holocene to late Pleistocene Young alluvial floodplain deposits are encountered, which could result in a **potentially significant impact**.

The low paleontological sensitivity zone is underlain with Holocene-aged geologic units, including marine beach deposits (Qmb) and estuarine deposits (Qpe), because their young age makes fossil preservation unlikely. The no sensitivity zone was assigned to Artificial fill (af) and open water, as they do not represent natural geologic formations and lack any in situ fossil potential. Because ground-disturbing activities associated with the CIP projects in these zones are unlikely to encounter paleontological resources, impacts in the low and very low paleontological sensitivity zones would be **less than significant**.

Operational Impacts

After construction, operational activities would mainly include continued, ongoing regular maintenance activities, as well as use of public facilities and open space CIP projects, which would not affect paleontological resources. Therefore, **no impact** to paleontological resources would occur due to CIP project operations.

Mitigation Measures:

GEO-1 **Paleontological Resources Monitoring Program.** For CIP project locations where no previous paleontological survey data is available that are wholly and/or partially within moderate or high paleontological sensitivity zones as depicted in Figure 3.4-5, Paleontological Resources Sensitivity Zones, that could encounter sensitive formations during grading or excavation at depths of 5 feet below ground surface or more in previously undisturbed soils, the City shall retain a Society of Vertebrate Paleontology (SVP)-qualified paleontologist (i.e., possesses a graduate degree in paleontology, geology, or related field, with demonstrated experience in the vertebrate, invertebrate, or botanical paleontology of California, as well as at least one year of full-time professional experience or equivalent specialized training in paleontological research and at least four months of supervised field and analytic experience in general North American paleontology) to provide or supervise a paleontological sensitivity training to all personnel involved with earth-moving activities. The training session shall focus on how to identify paleontological resources, such as fossils that may be encountered, and the procedures to follow if encountered during construction.

The qualified paleontologist shall monitor earthwork affecting the aforementioned geological units or supervise the monitoring of these activities by a paleontological monitor. If any paleontological resources are encountered on the project site, the qualified paleontologist or the paleontological monitor shall halt all ground-disturbing activities within 50 feet of the find until a significance determination is made. If the fossils are determined to be significant, the qualified paleontologist shall prepare and implement a data recovery plan. The plan shall include, but not be limited to, the following measures:

- The paleontologist shall ensure that all significant fossils collected are cleaned, identified, catalogued, and permanently curated with an appropriate institution with a research interest in the materials (such as the San Diego Natural History Museum);
- The paleontologist shall ensure that specialty studies are completed, as appropriate, for any significant fossil collected; and
- The paleontologist shall ensure that curation of fossils is completed in consultation with the City. A letter of acceptance from the curation institution shall be submitted to the City.

The qualified paleontologist will determine when work within the immediate vicinity of the find may resume, or otherwise expand or reduce the construction exclusion buffer as warranted to ensure proper treatment of resources. The qualified paleontologist may reduce the frequency of monitoring, or cease monitoring altogether if observations of specific site conditions warrant.

Level of Significance: Less than significant with mitigation incorporated.

Cumulative Impacts

Impact 3.4-7	**The cumulative projects would have the potential to result in a significant cumulative impact related to geology and soils. However, the proposed project's impacts would not be cumulatively considerable.**

Risks related to geology and soils are typically localized in nature because they tend to be related to on-site conditions or conditions caused by a project's construction. Cumulative projects that would have the potential to be considered in a cumulative context with the proposed project's incremental contribution, and that are included in the analysis of cumulative impacts relative to geology and soils, are identified in Table 3-1 and Figure 3-1 of this PEIR. Cumulative projects were chosen based on proximity to the proposed project. The majority of the cumulative projects are similar to the proposed project regarding construction and operational activities. These selection factors are appropriate in the context of geology and soils cumulative impacts because generally there needs to be a direct nexus and similar geologic conditions for a synergistic impact to occur, such as site modifications at nearby projects combining to destabilize soils.

Impacts of the proposed project would be cumulatively considerable if the project, in combination with other related projects, would result in a significant cumulative impact. However, as stated, the effects of the cumulative projects considered are not of a nature to cause cumulatively significant effects from geologic impacts, or on soils, because such impacts are typically site-specific and would only have the potential to combine with impacts of the proposed project if they occurred in the same location.

Like much of Southern California, the project site is located in a seismically active area. All areas of San Diego County are considered seismically active to a lesser or greater extent depending on their proximity to active regional faults. As appropriate, improvements with the proposed project, as well as the cumulative projects identified, may experience seismic events that may lead to liquefaction, lateral spreading, subsidence, or other damage. As localized improvements are undertaken, unstable or expansive soils or other conditions may be encountered. As appropriate, City engineering design requirements would require preparation of a geotechnical investigation prior to final City plan approval; each improvement project would be required to conform with recommendations given in the project-specific geotechnical investigation report, in addition to conformance with other applicable state and local regulations and standard engineering design requirements.

Certain construction activities required with the project may involve excavation or minor grading. Due to the nature of the planned improvements, the affected land areas would not be visually or topographically different from existing development surrounding the affected sites. Although construction activities would have the potential to result in erosion, adherence to state and local regulations pertaining to

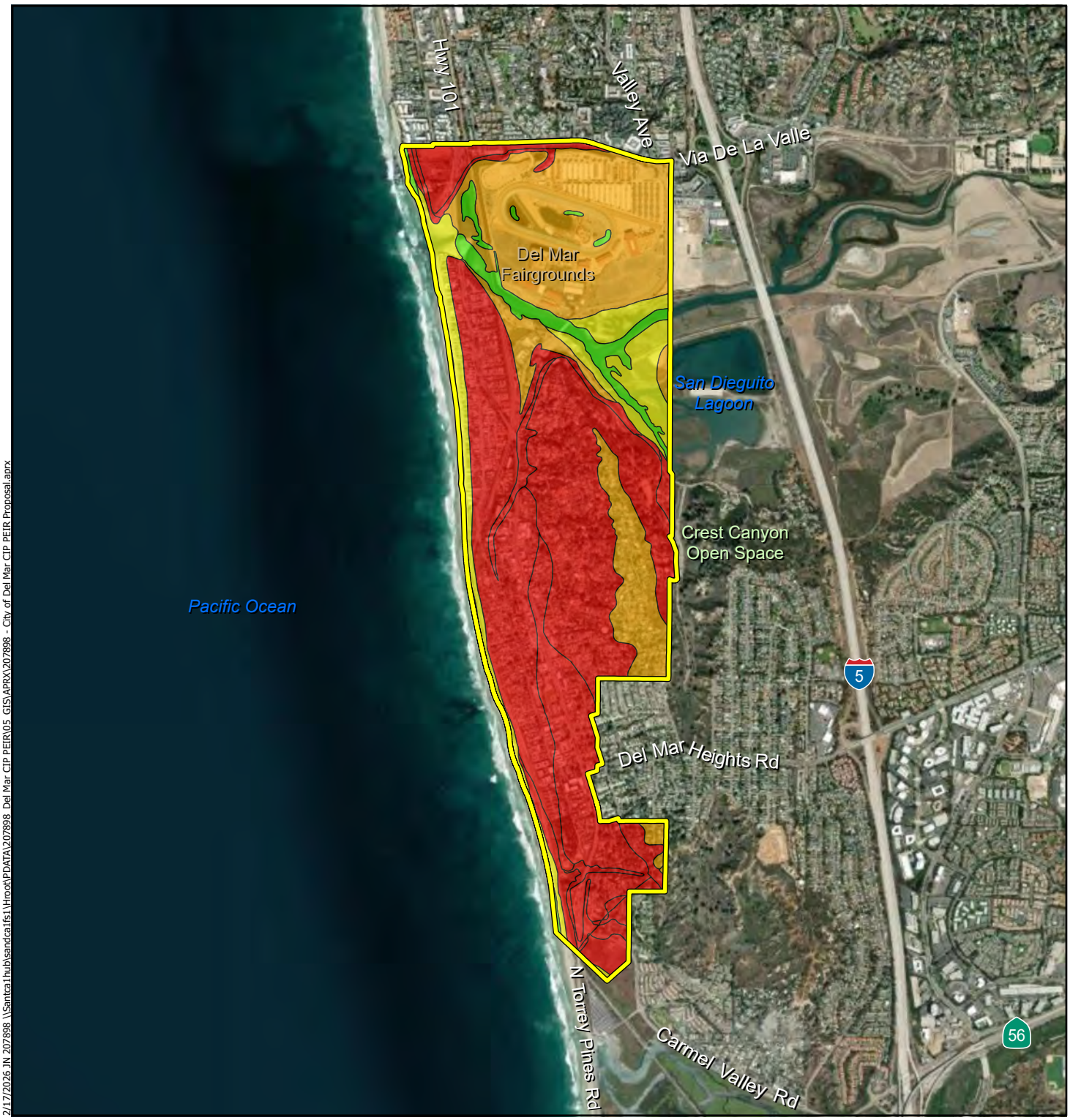
grading, building, and water quality requirements would mitigate erosion impacts to less than significant levels. Other cumulative projects would adhere to similar requirements, thereby minimizing cumulative scenario erosion impacts. All planned discretionary development projects in the vicinity of the proposed project would be subject to environmental review and would be required to conform to the City's Community Plan, LCP, DMMC, and CBC, as appropriate.

Other cumulative projects may be located in areas considered sensitive for paleontological resources. Such projects would be required to implement mitigation measures similar to the proposed project to reduce potential impacts to known (or unknown) paleontological resources to less than significant levels. Implementation of mitigation measure GEO-1 would reduce impacts resulting from implementation of the proposed project to less than significant.

With adherence to applicable grading and building requirements, and any recommendations provided in project-specific geotechnical studies, the proposed project would not contribute to cumulative impacts related to geologic or seismic hazards, or related events. The proposed project and other cumulative projects in the area would be required to demonstrate compliance with state and local building and safety standards and engineering design regulations prior to City issuance of grading and/or building permits, as applicable. As a result, the proposed project's contribution to cumulative impacts related to geology and soils **would not be cumulatively considerable**.

Mitigation Measures: Implement mitigation measure GEO-1.

Level of Significance: Project impacts would not be cumulatively considerable with mitigation.



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Legend

- Project Site

Paleontological Resources Sensitivity Zones

- High
- Moderate
- Low
- No Paleontological Resources Sensitivity Zones

CITY OF DEL MAR CIP STREAMLINING PROJECT
PROGRAM ENVIRONMENTAL IMPACT REPORT

Michael Baker INTERNATIONAL

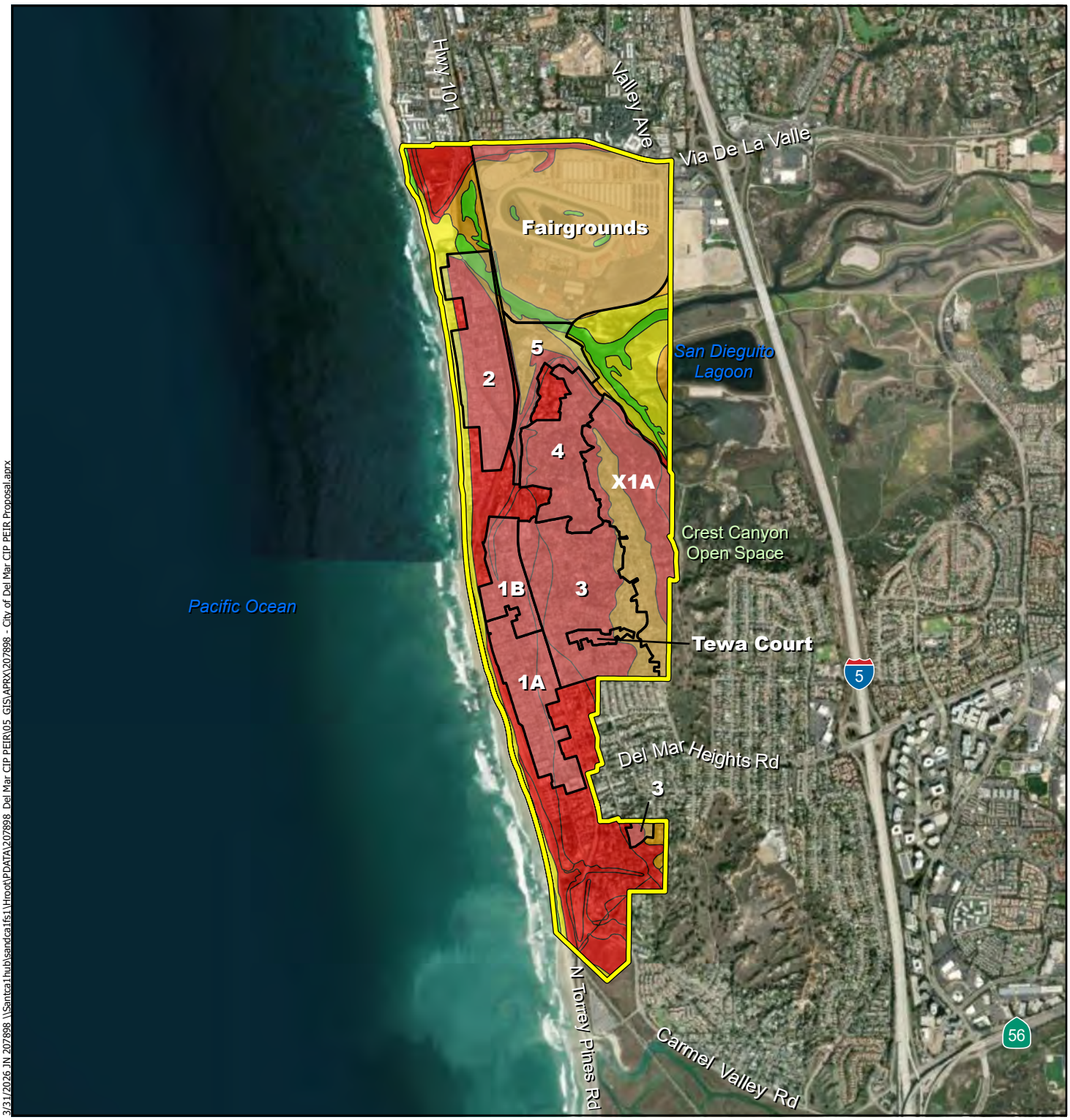
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Paleontological Resources Sensitivity Zones

Source: Esri, ArcGIS Online, City of Del Mar, San Diego County

Figure 3.4-5

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Legend

- Project Site
- Undergrounding Program Districts Boundaries

Paleontological Resources Sensitivity Zones

- High
- Moderate
- Low
- No Paleontological Resources Sensitivity Zones

CITY OF DEL MAR CIP STREAMLINING PROJECT
PROGRAM ENVIRONMENTAL IMPACT REPORT

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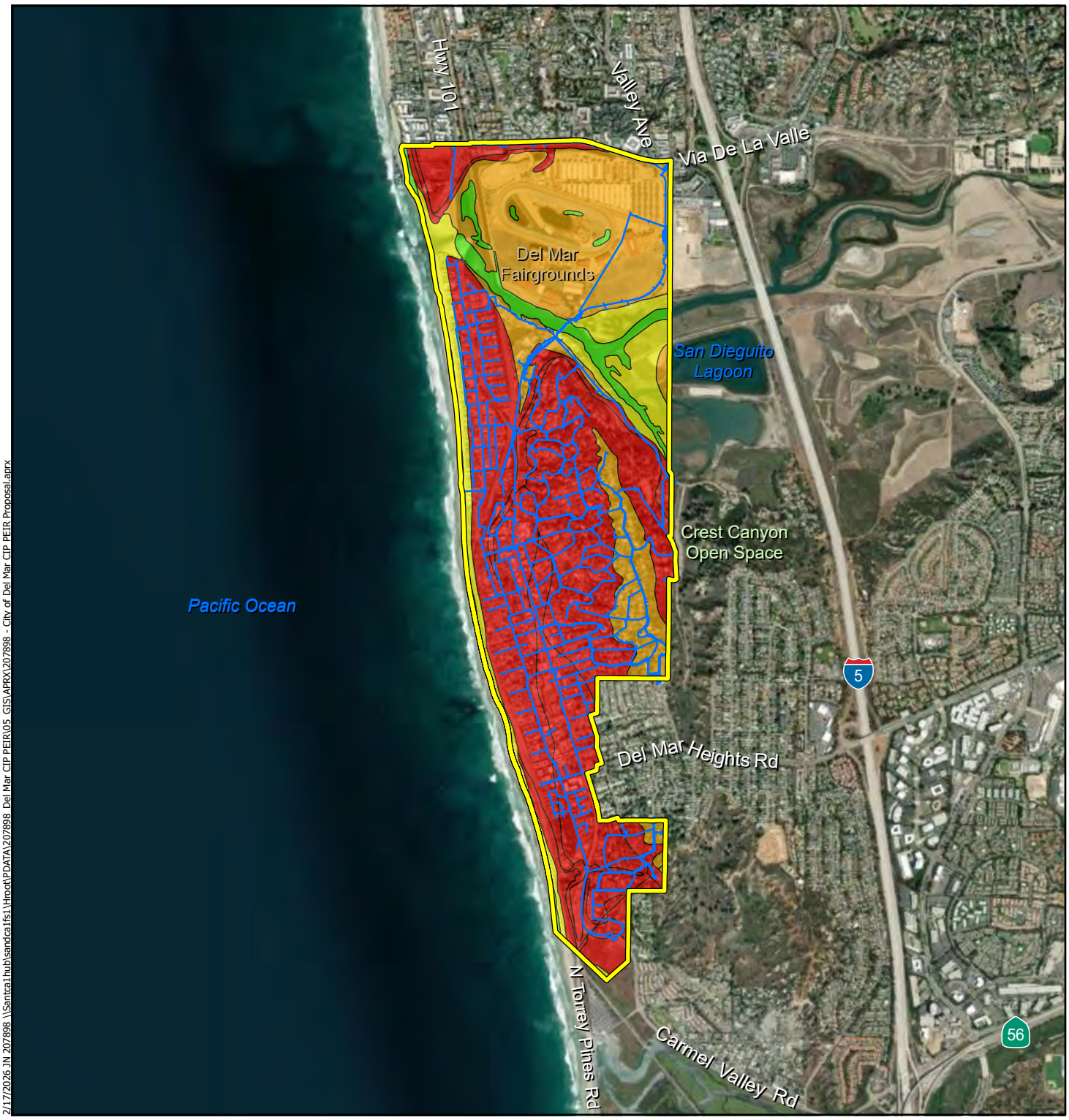
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Source: Esri, ArcGIS Online, City of Del Mar, San Diego County

Undergrounding Program Districts Within Paleontological Resources Sensitivity Zones

Figure 3.4-6a

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Legend

- Water Line
- Project Site

Paleontological Resources Sensitivity Zones

- High
- Moderate
- Low
- No Paleontological Resources Sensitivity Zones

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PROGRAM ENVIRONMENTAL IMPACT REPORT

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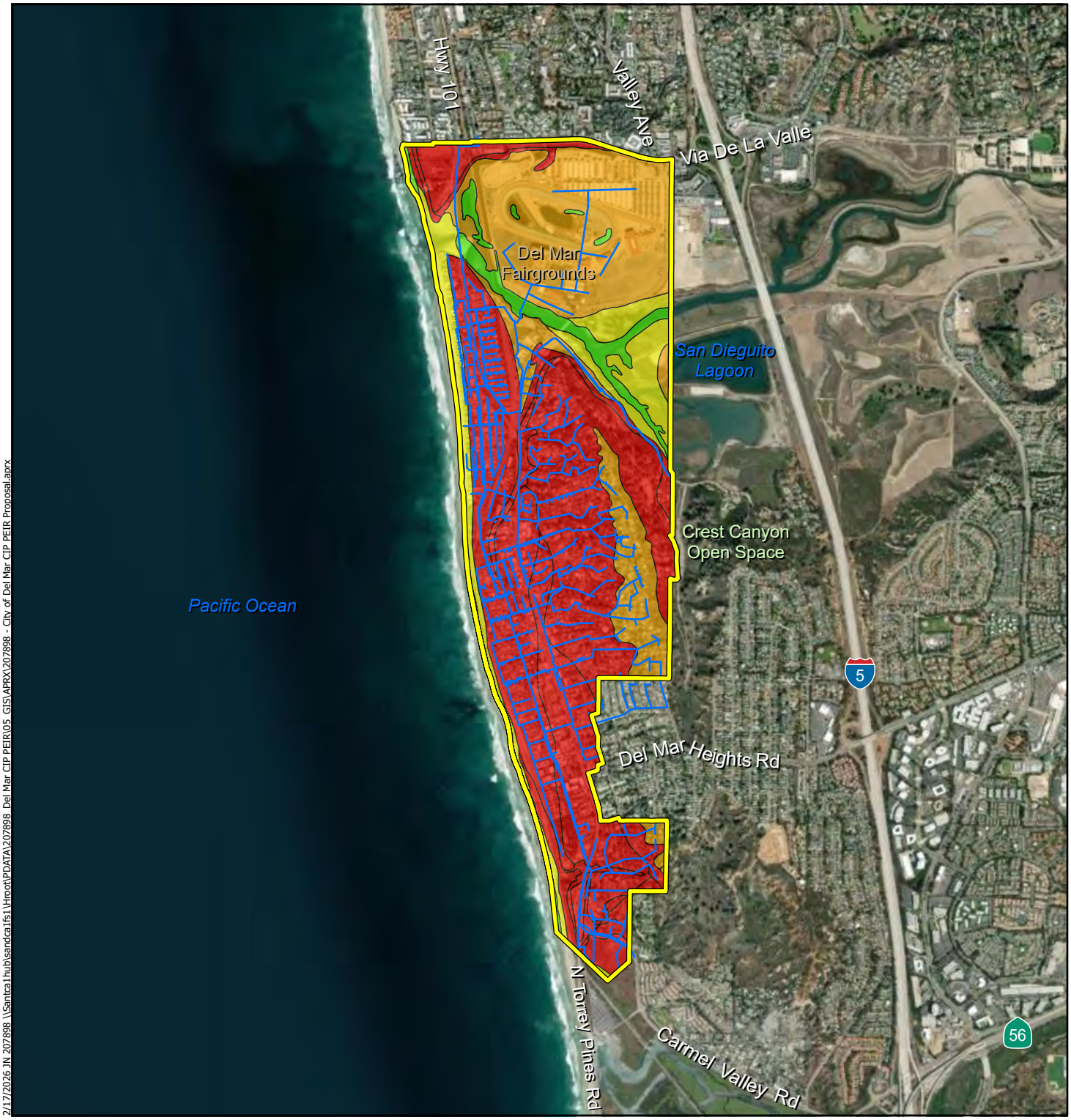
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Source: Esri, ArcGIS Online, City of Del Mar, San Diego County

Existing Water Infrastructure Within Paleontological Resources Sensitivity Zones

Figure 3.4-6b

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Legend

- Wastewater Line
- Project Site

Paleontological Resources Sensitivity Zones

- High
- Moderate
- Low
- No Paleontological Resources Sensitivity Zones

0 0.25 0.5 Miles

Source: Esri, ArcGIS Online, City of Del Mar, San Diego County

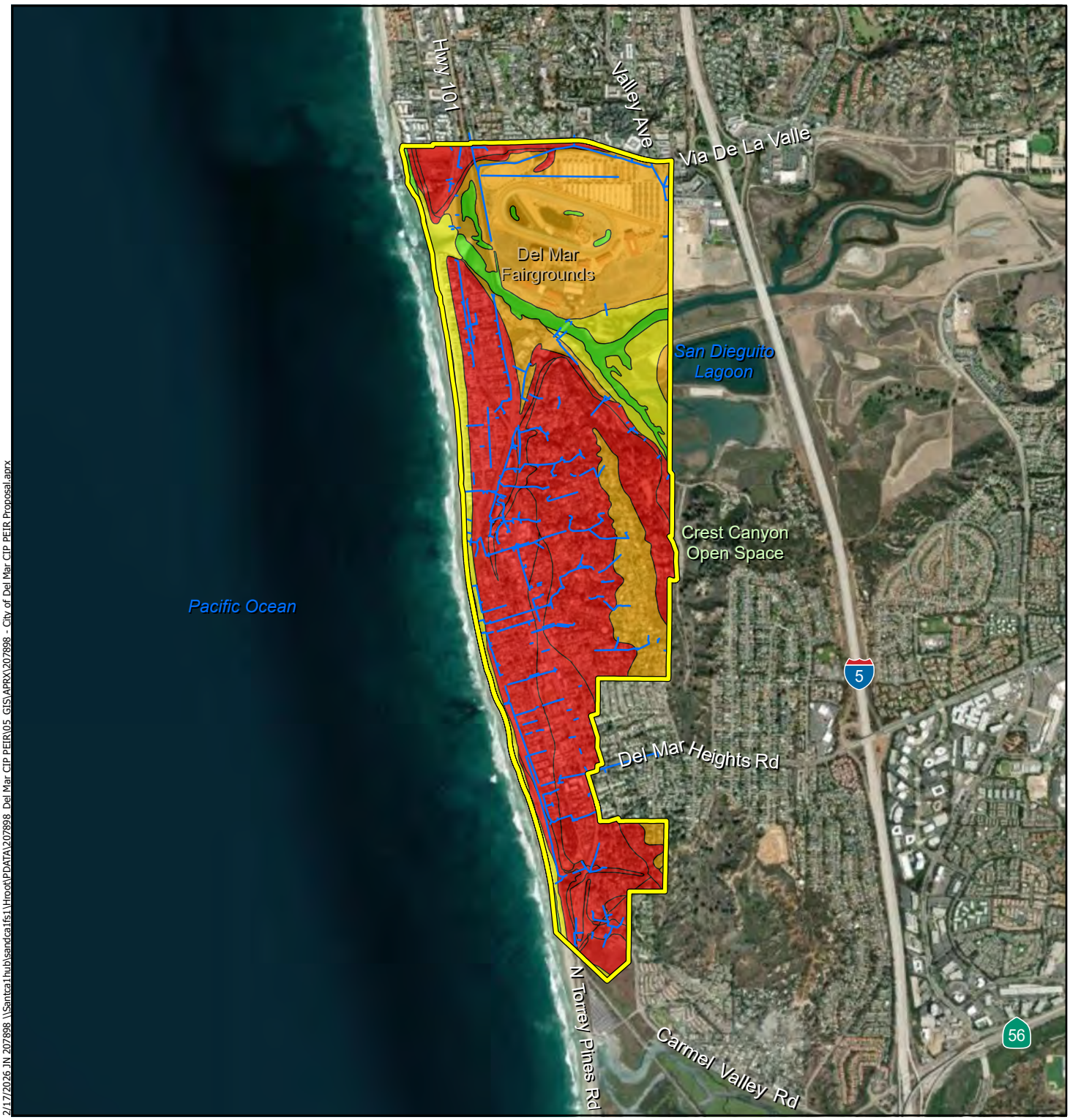
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Existing Wastewater Infrastructure
Within Paleontological Resources Sensitivity Zones

Figure 3.4-6c

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Legend

- Storm Water Line
- Project Site

Paleontological Resources Sensitivity Zones

- High
- Moderate
- Low
- No Paleontological Resources Sensitivity Zones

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Source: Esri, ArcGIS Online, City of Del Mar, San Diego County

Existing Storm Water Infrastructure Within Paleontological Resources Sensitivity Zones

Figure 3.4-6d

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Legend

- Roads
- Bikeways
- Project Site

Paleontological Resources Sensitivity Zones

- High
- Moderate
- Low
- No Paleontological Resources Sensitivity Zones

CITY OF DEL MAR CIP STREAMLINING PROJECT
PROGRAM ENVIRONMENTAL IMPACT REPORT

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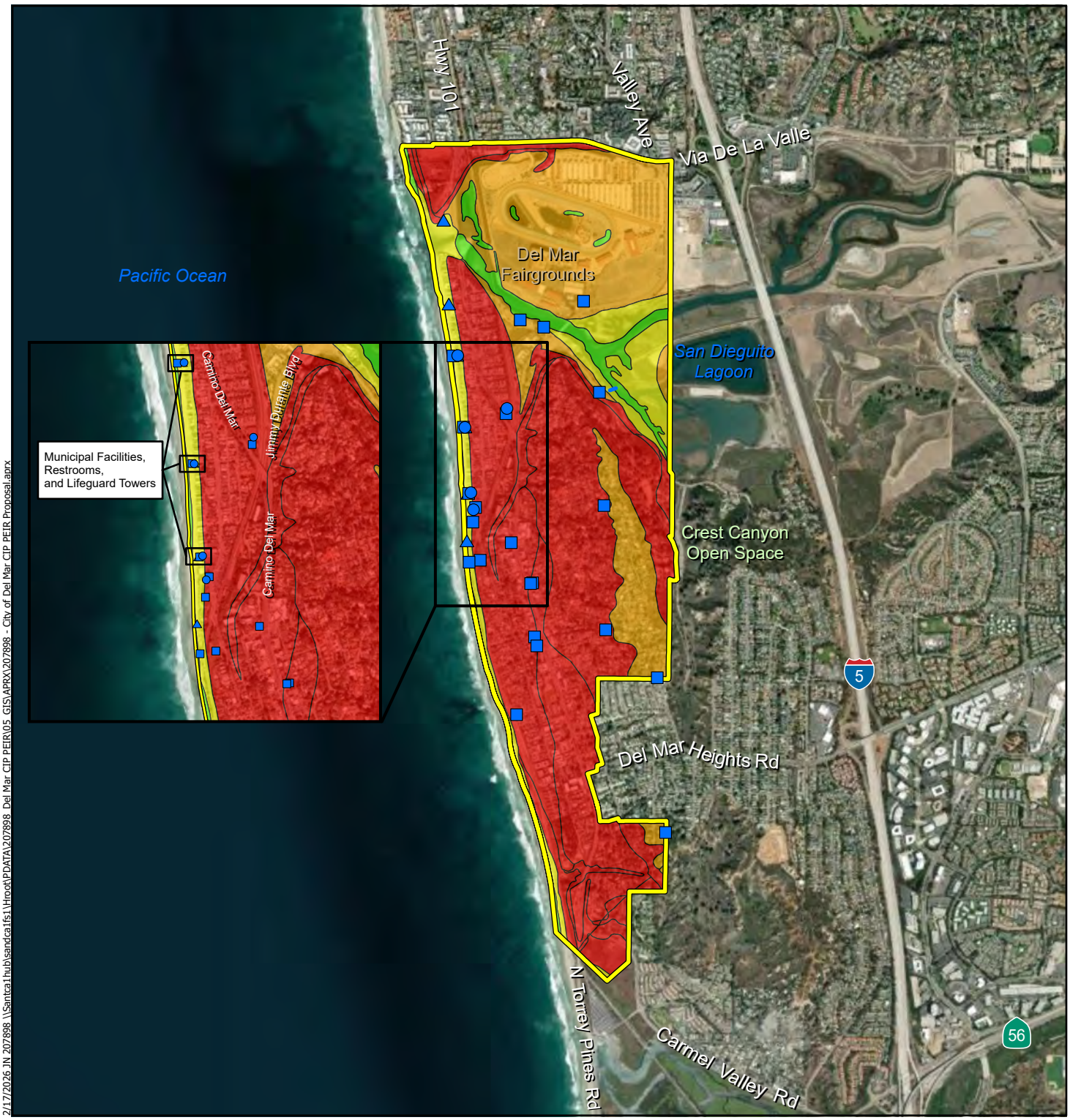
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Source: Esri, ArcGIS Online, City of Del Mar, San Diego County

Existing Streets Infrastructure Within Paleontological Resources Sensitivity Zones

Figure 3.4-6e

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Legend

- Project Site
- Lifeguard Towers
- Municipal Facilities
- Restrooms
- Bridges

Paleontological Resources Sensitivity Zones

- High
- Moderate
- Low
- No Paleontological Resources Sensitivity Zones

CITY OF DEL MAR CIP STREAMLINING PROJECT
PROGRAM ENVIRONMENTAL IMPACT REPORT

Michael Baker INTERNATIONAL

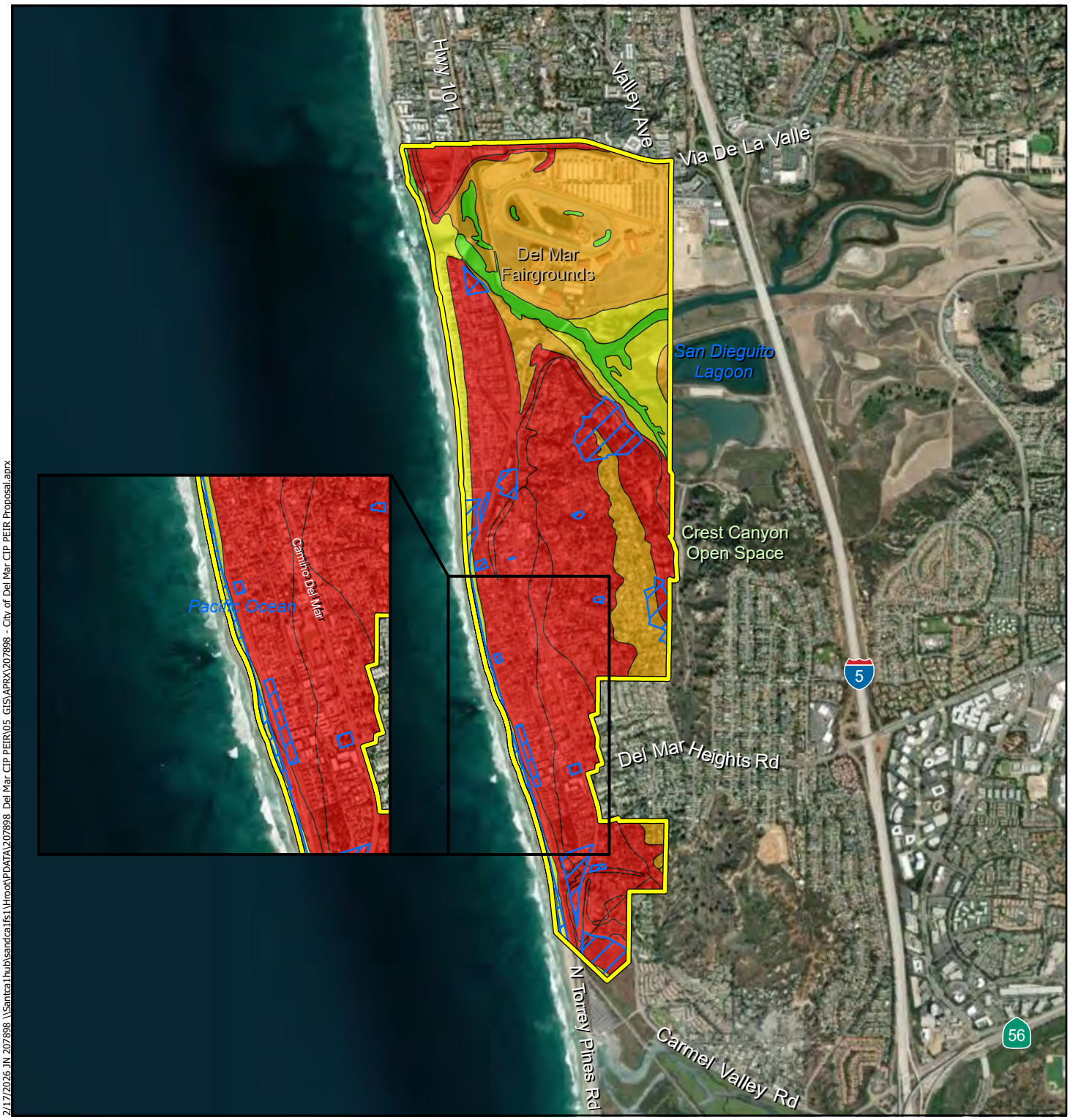
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Source: Esri, ArcGIS Online, City of Del Mar, San Diego County

Existing Municipal Facilities Within Paleontological Resources Sensitivity Zones

Figure 3.4-6f

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Legend

- Project Site
- Open Space

Paleontological Resources Sensitivity Zones

- High
- Moderate
- Low
- No Paleontological Resources Sensitivity Zones

CITY OF DEL MAR CIP STREAMLINING PROJECT
PROGRAM ENVIRONMENTAL IMPACT REPORT

Michael Baker INTERNATIONAL

0 0.25 0.5 Miles

Source: Esri, ArcGIS Online, City of Del Mar, San Diego County

Existing Open Space Within Paleontological Resources Sensitivity Zones

Figure 3.4-6g

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3.5. Greenhouse Gas Emissions

This section discusses the environmental setting, existing conditions, regulatory context, and potential impacts of the proposed project in relation to greenhouse gas (GHG) emissions.

This section is based on technical data from the following:

- *Air Quality/Greenhouse Gas Emissions Data,* prepared by Michael Baker International (Appendix D)

The following table provides a summary of impacts and significance findings, based on the analysis provided in Section 3.5.4, Project Impacts and Mitigation Measures. No significant and unavoidable impacts were identified.

SUMMARY BY CIP PROJECT CATEGORY OF IMPACTS BY CIP CATEGORY – GHG EMISSIONS

Impact	UP	Water	Wastewater	Storm Water	Streets	Facilities	Open Space
Impact 3.5-1: Generate GHG emissions that may have a significant impact on the environment	LTS	LTS	LTS	LTS	LTS	LTS	LTS
Impact 3.5-2: Conflict with an applicable plan, policy, or regulation to reduce GHG emissions	LTS	LTS	LTS	LTS	LTS	LTS	LTS
Impact 3.5-3: Project's contribution to cumulative GHG emissions impacts	NCC	NCC	NCC	NCC	NCC	NCC	NCC

Notes: LTS = Less than Significant; NCC = Not Cumulatively Considerable

3.5.1. Environmental Setting

California is a substantial contributor of global GHGs, emitting over 371.1 million metric tons of carbon dioxide equivalent ($MTCO_2e$) in 2022 (CARB 2022). Methane (CH_4) is also an important GHG that potentially contributes to global climate change. GHGs are global in their effect, which is to increase the earth's ability to absorb heat in the atmosphere. As primary GHGs have a long lifetime in the atmosphere, accumulate over time, and are generally well-mixed, their impact on the atmosphere is mostly independent of the point of emission. Every nation emits GHGs and as a result makes an incremental cumulative contribution to global climate change; therefore, global cooperation is required to reduce the rate of GHG emissions enough to slow or stop the human-caused increase in average global temperatures and associated changes in climatic conditions.

The impact of human activities on global climate change is apparent in the observational record. Air trapped by ice has been extracted from core samples taken from polar ice sheets to determine the global atmospheric variation of carbon dioxide (CO_2), CH_4, and nitrous oxide (N_2O) from before the start of industrialization (approximately 1750) to over 650,000 years ago. For that period, it was found that CO_2 concentrations ranged from 180 to 300 parts per million (ppm). For the period from approximately 1750

to the present, global CO_2 concentrations increased from a pre-industrialization period concentration of 280 to 379 ppm in 2005, with the 2005 value far exceeding the upper end of the pre-industrial period range (Intergovernmental Panel on Climate Change [IPCC] 2007). As of August 2025, the highest monthly average concentration of CO_2 in the atmosphere was recorded at 425.11 ppm (Scripps Institution of Oceanography 2025).

The IPCC developed several emission trajectories of GHGs needed to stabilize global temperatures and climate change impacts. It concluded that stabilization of GHGs at 400 to 450 ppm carbon dioxide equivalent (CO_2e) concentration is required to keep global mean warming below 2 degrees Celsius (°C), which in turn is assumed to be necessary to avoid dangerous climate change. CO_2e is a metric measure used to compare the emissions from various GHGs based on their global warming potential (GWP).

The natural process through which heat is retained in the troposphere is called the "greenhouse effect."[2] The greenhouse effect traps heat in the troposphere through a three-fold process as follows: Short wave radiation emitted by the sun is absorbed by the earth; the earth emits a portion of this energy in the form of long wave radiation; and GHGs in the upper atmosphere absorb this long wave radiation and emit this radiation into space and toward the earth. This "trapping" of the long wave (thermal) radiation emitted back toward the earth is the underlying process of the greenhouse effect.

The most abundant GHGs are water vapor and CO_2. Many other trace gases have greater ability to absorb and re-radiate long wave radiation; however, these gases are not as plentiful. For this reason, and to gauge the potency of GHGs, scientists have established a GWP for each GHG based on its ability to absorb and re-radiate long wave radiation. GHGs normally associated with development projects include the following:[3]

- Water Vapor (H_2O). Although water vapor has not received the scrutiny of other GHGs, it is the primary contributor to the greenhouse effect. Natural processes, such as evaporation from oceans and rivers and transpiration from plants, contribute 90 percent and 10 percent of the water vapor in our atmosphere, respectively. The primary human-related source of water vapor comes from fuel combustion in motor vehicles; however, it does not contribute a significant amount (less than 1 percent) to atmospheric concentrations of water vapor. The IPCC has not determined a GWP for water vapor.

- Carbon Dioxide (CO_2). CO_2 is primarily generated by fossil fuel combustion in stationary and mobile sources. Due to the increased use of clean fuel by industrial facilities and mobile sources, CO_2 emissions from fossil fuel combustion decreased by a total of 1.9 percent between 1990 and 2021 (EPA 2023). CO_2 is the most widely emitted GHG and is the reference gas (GWP of 1) for determining GWPs for other GHGs.

- Methane (CH_4). CH_4 is emitted from biogenic sources, incomplete combustion in forest fires, landfills, manure management, and leaks in natural gas pipelines. The United States' top three

[2] The troposphere is the bottom layer of the atmosphere, which varies in height from the earth's surface to 10 to 12 kilometers.

[3] All GWPs are given as 100-year GWP. Generally, GWPs were obtained from the IPCC Fourth Assessment Report (AR4), with the addition of GWPs from the IPCC's Fifth Assessment Report for fluorinated GHGs that did not have GWPs in the AR4.

CH_4 sources are landfills, natural gas systems, and enteric fermentation. CH_4 is the primary component of natural gas, which is commonly used for space and water heating, steam production, and power generation. The GWP of CH_4 is 25.

- Nitrous Oxide (N_2O). N_2O is produced by both natural and human-related sources. Primary human-related sources include agricultural soil management, animal manure management, sewage treatment, mobile and stationary combustion of fossil fuels, adipic acid production, and nitric acid production. The GWP of N_2O is 298.

- Hydrofluorocarbons (HFCs). Typically used as refrigerants for both stationary refrigeration and mobile air conditioning, use of HFCs for cooling and foam blowing is increasing, as the continued phase out of chlorofluorocarbons (CFCs) and hydrochlorofluorocarbons (HCFCs) gains momentum. The 100-year GWP of HFCs ranges from 12 for HFC-161 to 14,800 for HFC-23.

- Perfluorocarbons (PFCs). PFCs are compounds consisting of carbon and fluorine and are primarily created as a byproduct of aluminum production and semiconductor manufacturing. PFCs are potent GHGs with a GWP several thousand times that of CO_2, depending on the specific PFC. Another area of concern regarding PFCs is their long atmospheric lifetime (up to 50,000 years). The GWP of PFCs ranges from 7,390 to 12,200.

- Sulfur hexafluoride (SF_6). SF_6 is a colorless, odorless, nontoxic, nonflammable gas. SF_6 is the most potent GHG that has been evaluated by the IPCC with a GWP of 22,800. However, its global warming contribution is not as high as the GWP would indicate due to its low mixing ratio compared to CO_2 (4 parts per trillion in 1990 versus 365 ppm, respectively).

In addition to the six major GHGs discussed above (excluding water vapor), many other compounds have the potential to contribute to the greenhouse effect. Some of these substances were previously identified as stratospheric ozone (O_3) depletors; therefore, their gradual phase out is currently in effect. The following is a listing of these compounds:

- Hydrochlorofluorocarbons (HCFCs). HCFCs are solvents, similar in use and chemical composition to CFCs. The main uses of HCFCs are for refrigerant products and air conditioning systems. As part of the Montreal Protocol, all developed countries that adhere to the Montreal Protocol are subject to a consumption cap and gradual phase out of HCFCs. The United States is scheduled to achieve a 100 percent reduction to the cap by 2030. The 100-year GWP of HCFCs ranges from 77 for HCFC-123 to 2,310 for HCFC-142b.

- 1,1,1 trichloroethane. 1,1,1 trichloroethane or methyl chloroform is a solvent and degreasing agent commonly used by manufacturers. The GWP of methyl chloroform is 146 times that of CO_2.

- Chlorofluorocarbons (CFCs). CFCs are used as refrigerants, cleaning solvents, and aerosol spray propellants. CFCs were also part of the US Environmental Protection Agency's (EPA) Final Rule (57 Federal Register 3374) for the phase out of O_3 depleting substances. Currently, CFCs have been replaced by HFCs in cooling systems and a variety of alternatives for cleaning solvents.

Nevertheless, CFCs remain suspended in the atmosphere contributing to the greenhouse effect. CFCs are potent GHGs with 100-year GWPs ranging from 4,750 for CFC-11 to 14,400 for CFC-13.

3.5.2. Regulatory Framework

Federal

To date, no national standards have been established for nationwide GHG reduction targets, nor have any regulations or legislation been enacted specifically to address climate change and GHG emissions reduction at the project level. Various efforts have been promulgated at the federal level to improve fuel economy and energy efficiency to address climate change and its associated effects.

Energy Independence and Security Act

The Energy Independence and Security Act (2007) included key measures which aid in the reduction of national GHG emissions:

- Increase the supply of alternative fuel sources by setting a mandatory Renewable Fuel Standard requiring fuel producers to use a set quantity of biofuel.
- Set a target of 35 miles per gallon for the combined fleet of cars and light trucks, and direct the National Highway Traffic Safety Administration (NHTSA) to establish a fuel economy program for medium- and heavy-duty trucks and create a separate fuel economy standard for work trucks.
- Prescribe or revise standards affecting regional efficiency for heating and cooling products and procedures for new or amended standards, energy conservation, energy efficiency labeling for consumer electronic products, residential boiler efficiency, electric motor efficiency, and home appliances.

US Environmental Protection Agency Endangerment Finding

The EPA's authority to regulate GHG emissions comes from the US Supreme Court decision in *Massachusetts v. EPA* (2007). The Supreme Court ruled that GHGs meet the definition of air pollutants under the existing Clean Air Act and that GHG must therefore be regulated if they could be reasonably anticipated to pose a threat to public health or welfare. In response to the ruling, the EPA finalized an endangerment finding based on scientific evidence, identifying six GHGs (CO_2, CH_4, N_2O, HFCs, PFCs, and SF_6) considered to constitute a threat to public health and welfare. It is the Supreme Court's interpretation of the Clean Air Act and the EPA's assessment of the scientific evidence that forms the basis for EPA's regulatory actions.

Corporate Average Fuel Economy Program

The Corporate Average Fuel Economy (CAFE) program (1975) was the main federal program regulating vehicle standards relative to emissions and initially served as the primary means of controlling potential mobile source carbon emissions through implementation of binding standards for specific model years. Federal light-duty vehicle standards were subsequently developed and the first ever federal GHG standards for medium-duty and heavy-duty vehicles were identified. At the time, the EPA estimated that

the new standards would substantially reduce potential CO_2 emissions and reduce oil demand by millions of barrels over the life of vehicles sold (2014 through 2018 model years).

The EPA and NHTSA implemented a subsequent program related to the fuel economy and GHG standards for medium- and heavy-duty trucks. The program applies to vehicles with model years 2018 through 2027 for certain trailers, and model years 2021 through 2027 for semi-trucks, large pickup trucks, vans, and all types and sizes of buses and work trucks. The final standards are expected to lower CO_2 emissions by approximately 1.1 billion metric tons and reduce oil consumption by up to 2 billion barrels over the lifetime of the vehicles sold under the program.

The EPA and NHTSA have also adopted the Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule (2018). The SAFE Vehicles Rule sets fuel economy and CO_2 standards that increase 1.5 percent in stringency each year from model years 2021 through 2026. These standards apply to both passenger cars and light trucks and will continue the nation's progress toward energy independence and CO_2 reduction, while recognizing the realities of the marketplace and consumers' interest in buying vehicles that meet all of their diverse needs.

State

Executive Order S-1-07

Executive Order S-1-07 proclaims that the transportation sector is the main source of GHG emissions in California, generating more than 40 percent of statewide emissions. It establishes a goal to reduce the carbon intensity of transportation fuels sold in California and directs CARB to determine whether this Low Carbon Fuel Standard (LCFS) could be adopted as a discrete early-action measure as part of the effort to meet the deadlines in Assembly Bill (AB) 32. CARB's 2017 Scoping Plan Update identified the LCFS as a regulatory measure to reduce GHG emissions to meet the 2030 emissions target. In calculating statewide emissions and targets, the 2017 Scoping Plan Update assumed the LCFS would be extended to an 18 percent reduction in carbon intensity beyond 2020. CARB has also approved a rulemaking package that amended the LCFS to require a carbon intensity reduction of 20 percent by 2030.

Executive Order S-3-05

Executive Order S-3-05 set forth a series of target dates by which statewide emissions of GHGs would be progressively reduced, including reducing GHG emissions to 1990 levels by 2020, and further reducing GHG emissions to 80 percent below 1990 levels by 2050. The state succeeded in achieving the 2020 goal in 2014.

The executive order directed the secretary of the California EPA to coordinate a multi-agency effort to reduce GHG emissions to the target levels. The secretary also submits biannual reports to the governor and California legislature that describe the progress made toward the emissions targets, the impacts of global climate change on California's resources, and mitigation and adaptation plans to combat these impacts.

Executive Order S-13-08

Executive Order S-13-08 seeks to enhance the state's management of climate impacts, including sea level rise, increased temperatures, shifting precipitation, and extreme weather events, by facilitating the

development of the state's first climate adaptation strategy. This executive order results in consistent guidance from experts on how to address climate change impacts in the State of California.

Senate Bill (SB) 100

SB 100 (Chapter 312, Statutes of 2018) requires that retail sellers and local publicly owned electric utilities procure a minimum quantity of electricity products from eligible renewable energy resources so that the total kilowatt-hours (kWh) of those products sold to their retail end-use customers achieve 52 percent by December 31, 2027, 60 percent by December 31, 2030, and 100 percent by December 31, 2045. The bill requires the California Public Utilities Commission, California Energy Commission, CARB, and all other state agencies to incorporate such policies into all relevant planning actions. In addition, SB 100 requires the California Public Utilities Commission, California Energy Commission, and CARB to utilize programs authorized under existing statutes to achieve policy targets and, as part of a public process, issue a joint report to the legislature every four years that includes specified information relating to implementation of the policy.

Assembly Bill 1493

AB 1493 (also known as the Pavley Bill) required that CARB develop and adopt regulations to achieve "the maximum feasible reduction of GHG emitted by passenger vehicles and light-duty trucks and other vehicles determined by CARB to be vehicles whose primary use is noncommercial personal transportation in the state." To meet AB 1493 requirements, CARB approved amendments to the California Code of Regulations by adding GHG emissions standards to California's existing standards for motor vehicle emissions. Such amendments required automobile manufacturers to meet fleet-average GHG emissions limits for all passenger cars, light-duty trucks within various weight criteria, and medium-duty weight classes for passenger vehicles (i.e., any medium-duty vehicle with a gross vehicle weight rating less than 10,000 pounds that is designed primarily to transport people).

Assembly Bill 32 (California Global Warming Solutions Act)

California passed the California Global Warming Solutions Act (AB 32; California Health and Safety Code Division 25.5, Sections 38500-38599), which establishes regulatory, reporting, and market mechanisms to achieve quantifiable reductions in GHG emissions and establishes a cap on statewide GHG emissions. AB 32 specifies that regulations adopted in response to AB 1493 should be used to address GHG emissions from vehicles. However, AB 32 also includes language stating that if the AB 1493 regulations cannot be implemented, then CARB should develop new regulations to control vehicle GHG emissions under the authorization of AB 32.

Executive Order B-55-18

Executive Order B-55-18 (2018) establishes a statewide policy to achieve carbon neutrality as soon as possible, and no later than 2045, and to achieve and maintain net-negative emissions thereafter. The goal is an addition to existing statewide targets for reducing GHG emissions. In response to such policy, CARB continues to coordinate with relevant state agencies to ensure that future scoping plans identify and recommend measures to achieve the carbon neutrality goal.

Senate Bill 32 (SB 32)

SB 32 (2016) codifies the 2030 GHG reduction target in Executive Order B-30-15 (40 percent below 1990 levels by 2030). The bill authorizes CARB to adopt an interim GHG emissions level target to be achieved by 2030. CARB also must adopt rules and regulations in an open public process to achieve the maximum, technologically feasible, and cost-effective GHG reductions. AB 197 also added two members of the legislature to CARB as nonvoting members; requires CARB to make available and update (at least annually via its website) emissions data for GHGs, criteria air pollutants, and toxic air contaminants from reporting facilities; and requires CARB to identify specific information for GHG emissions reduction measures when updating the scoping plan.

CARB Scoping Plan

CARB's Scoping Plan (2008) functions as a road map to achieve the GHG reductions required by AB 32 through subsequently enacted regulations. The Scoping Plan identifies the main strategies California would implement to reduce projected emissions to targeted levels.

AB 32 requires CARB to update the Scoping Plan at least once every five years. The first major update to the Scoping Plan (2014) looked beyond 2020 toward a 2050 goal, established in Executive Order S-3-05, and observed that "a mid-term statewide emission limit will ensure that the state stays on course to meet our long-term goal." The Scoping Plan update did not establish or propose any specific post-2020 goals, but identified such goals in water, waste, natural resources, clean energy, transportation, and land use.

The second update to the Scoping Plan (2017) identified the state's post-2020 reduction strategy and established a 2030 target of a 40 percent reduction below 1990 levels, set by Executive Order B-30-15 and codified by SB 32. The 2017 Scoping Plan update established a new statewide emissions limit of 260 million $MTCO_2e$ for the year 2030, which corresponds to a 40 percent decrease in 1990 levels by 2030.

CARB's *2022 Scoping Plan for Achieving Carbon Neutrality* (2022 Scoping Plan) was developed to achieve carbon neutrality by 2045 through a substantial reduction in fossil fuel dependence, while increasing deployment of efficient non-combustion technologies and distribution of clean energy. The plan is also aimed at reducing emissions of short-lived climate pollutants and includes mechanical CO_2 capture and sequestration actions, as well as emissions and sequestration from natural and working lands and nature-based strategies. Under the 2022 Scoping Plan, by 2045, California aims to cut GHG emissions by 85 percent below 1990 levels, reduce smog-forming air pollution by 71 percent, reduce the demand for liquid petroleum by 94 percent compared to current usage, improve health and welfare, and create millions of new jobs. The plan also builds upon current and previous environmental justice efforts to integrate environmental justice directly into the plan, to ensure that all communities can reap the benefits of this transformational plan. Key goals include:

- Identify a path to keep California on track to meet its SB 32 GHG reduction target of at least 40 percent below 1990 emissions by 2030.
- Identify a technologically feasible, cost-effective path to achieve carbon neutrality by 2045 and a reduction in anthropogenic emissions by 85 percent below 1990 levels.

- Focus on strategies for reducing California's dependency on petroleum to provide consumers with clean energy options that address climate change, improve air quality, and support economic growth and clean sector jobs.
- Integrate equity and protect California's most impacted communities as driving principles throughout the document.
- Incorporate the contribution of natural and working lands to the state's GHG emissions, as well as their role in achieving carbon neutrality.
- Rely upon the most up-to-date science, including the need to deploy all viable tools to address the existential threat that climate change presents, including carbon capture and sequestration, as well as direct air capture.
- Evaluate the substantial health and economic benefits of taking action.

Senate Bill 375

Acknowledging the relationship between land use planning and transportation sector GHG emissions, SB 375 (2008) links regional planning for housing and transportation with the GHG reduction goals outlined in AB 32. Reductions in GHG emissions can be achieved by, for example, locating employment opportunities close to transit. Under SB 375, each metropolitan planning organization is required to adopt a sustainable communities strategy (SCS) to encourage compact development that reduces passenger vehicle miles traveled (VMT) and trips so that the region can meet a target, created by CARB, for reducing GHG emissions. If the SCS is unable to achieve the regional GHG emissions reduction targets, then the metropolitan planning organization is required to prepare an alternative planning strategy that shows how the GHG emissions reduction target can be achieved through alternative development patterns, infrastructure, and/or transportation measures.

CEQA Guidelines

Amendments to CEQA Guidelines Section 15064.4 were adopted to assist lead agencies in determining the significance of the impacts of GHG emissions. Consistent with existing CEQA practice, Section 15064.4 gives lead agencies the discretion to determine whether to assess those emissions quantitatively or qualitatively. The section recommends certain factors to be considered in the determination of significance (i.e., the extent to which a project may increase or reduce GHG emissions compared to the existing environment; whether the project exceeds an applicable significance threshold; and the extent to which the project complies with regulations or requirements adopted to implement a plan for the reduction or mitigation of GHGs).

The amendments do not establish a quantified or performance-based threshold of significance; rather, lead agencies are granted discretion to establish significance thresholds for their respective jurisdictions, including looking to thresholds developed by other public agencies or suggested by other experts, such as the California Air Pollution Control Officers Association (CAPCOA), so long as any threshold chosen is supported by substantial evidence (CEQA Guidelines Section 15064.7[c]).

Notwithstanding, for informational purposes, the analysis herein calculates the amount of GHG emissions that would be attributable to the project using recommended air quality models. The primary purpose of quantifying the project's GHG emissions is to satisfy CEQA Guidelines Section 15064.4(a), which calls for a good-faith effort to describe and calculate emissions.

Regional

San Diego Association of Governments Regional Plan

The San Diego Association of Governments (SANDAG) Board of Directors has adopted the *San Diego Forward: The Regional Plan* (2021 Regional Plan). The 2021 Regional Plan combines the Regional Transportation Plan, SCS, and Regional Comprehensive Plan, which complies with specific state and federal mandates that achieve GHG emission reduction targets set by CARB; compliance with federal civil rights requirements (Title VI); and environmental justice considerations, air quality conformity, and a public participation process.

SANDAG continues to implement regional transportation control measures to reduce motor vehicle use, thereby reducing emissions and improving air quality. The measures expand access to public transit, vanpools, and park-and-ride/bicycle facilities, as well as enhancements to the regional high-occupancy vehicle lane system.

Local

City of Del Mar Climate Action Plan

The City of Del Mar adopted a Climate Action Plan (CAP; 2016) to establish a series of measures by which it aims to reduce GHG emissions and mitigate the impacts of global climate change. The CAP identifies electricity and natural gas consumption as Del Mar's greatest contributors to GHG emissions, collectively accounting for 36 percent of the 2012 total. To reduce the City's energy consumption, the CAP proposes multiple reduction measures to encourage residents to live more sustainably. These include strategies to achieve a renewable energy supply, reduce water consumption and waste generation, invest in energy efficiency, and encourage sustainable transportation alternatives. These measures are designed to achieve the statewide goals of an 80 percent GHG reduction below 1990 values by 2050 and development of a 100 percent renewable energy supply by 2035.

Sea-Level Rise and Climate Resiliency

Climate adaptation and resiliency planning is required by state law. California Senate Bill (SB) 379 requires that local jurisdictions prepare a vulnerability assessment and update local hazard mitigation policies to address climate adaptation and resiliency strategies. The City's coastal resiliency/sea level rise work program provides a long-term plan and resiliency strategy to manage the City's shoreline and bring the City into compliance with SB 379. City efforts have included:

- **City of Del Mar Coastal Hazards, Vulnerability, and Risk Assessment:** The assessment used best available science to identify vulnerable areas in Del Mar that are subject to projected sea level rise, storm surge, river flooding, coastal flooding, and erosion. Vulnerable City facilities include

the fire station, public works yard, sewer lift station, beach access points, public roads, sewer lines, and storm water systems.

- **City of Del Mar Sea-Level Rise Adaptation Plan:** The Adaptation Plan provides a variety of adaptation strategies and approaches and will serve as the City's "toolbox" to help property owners (public and private) plan for and address the vulnerabilities identified by the Coastal Hazards, Vulnerability and Risk Assessment.

- **City of Del Mar Coastal Sediment Management Plan:** The plan includes soft sediment management solutions to protect development and coastal resources, including beach nourishment, dune management, San Dieguito River Lagoon mouth and channel dredging, and integration with the California Regional Sediment Management Program. This plan is part of the City's Sea-Level Rise Adaptation Plan.

- **City of Del Mar San Dieguito Lagoon Wetland Habitat Migration Assessment (2018):** In response to the results from the Coastal Hazards, Vulnerability, and Risk Assessment, which showed significant vulnerabilities and risks to Del Mar, including wetland habitat loss, the City developed a Wetland Habitat Migration Assessment, which serves as a companion document to the Community Plan (1976, as revised), Adaptation Plan, and Local Coastal Program. The assessment evaluates habitat migration in the San Dieguito Lagoon under varying levels of sea level rise.

- **City of Del Mar Local Coastal Program (LCP) Land Use Plan:** The City's certified LCP Land Use Plan includes hazard control policies applicable to local hazards relating to sea level rise, flooding, erosion, and storm surge, as well as the City's approved Adaptation Plan strategies to address coastal hazards.

- **City of Del Mar LCP Implementing Ordinances:** The City's certified LCP Implementation Plan includes regulations to ensure protection of coastal resources and environmentally sensitive habitat areas. This includes the following certified LCP regulations:

    - Base zone regulations (i.e., Residential Zones, Commercial Zones, Fairgrounds Racetrack Zone, Railroad Right-of-way Zone, Floodway Zone, Public Parkland Zone, and Public Facilities Zone);

    - Overlay zone regulations (Beach Overlay Zone, Bluff, Slope, and Canyon Overlay Zone, Lagoon Overlay Zone, Coastal Bluff Overlay Zone, Floodplain Overlay Zone, and Housing Element Implementation Overlay Zone); and

    - Special permit regulations (Setback Seawall Permits, Conditional Use Permits, Coastal Development Permits, and Temporary Use Permits); and

    - Miscellaneous regulations (Public Access, Parking, Accessory Dwelling Units, and SB 9 Implementation).

3.5.3. Significance Thresholds

The State of California has developed guidelines to address the significance of GHG emissions impacts based on Appendix G of the CEQA Guidelines. The proposed project would have a significant impact related to GHG emissions if it would:

1. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.

2. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

3.5.4. Project Impacts and Mitigation Measures

Impact 3.5-1	**The project would not have the potential to generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment. Impacts would be less than significant.**
Impact 3.5-2	**The project would not conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases. Impacts would be less than significant.**

Greenhouse Gas Emissions

The California Emissions Estimator Model (CalEEMod) *User Guide Version 2022.1* provides guidance for quantifying criteria pollutants and GHG emissions from a project. GHG emissions are calculated using a project's principle anthropogenic (human-made) emissions that contribute to global warming. Principle anthropogenic emissions include CO_2, CH_4, N_2O, and fluorinated compounds such as SF_6, HFCs, and PFCs. CalEEMod also quantifies common refrigerant GHG emissions used in air condition and refrigeration equipment, which are commonly HFCs. CalEEMod describes all GHG emissions in terms of a single gas for ease of reporting and analysis. As discussed earlier, the common method used to compare GHG emissions is to identify the GWP of each GHG. CalEEMod quantifies a project's principle anthropogenic emissions and converts all of the gases in terms of CO_2e.

As discussed in Chapter 2.0, Project Description, the proposed project is composed of numerous improvement projects related to public infrastructure and facilities. Due to the programmatic nature of the project (i.e., streamlining implementation of the City's CIP projects), the exact location and timing of future CIP projects are currently unknown. To analyze potential GHG impacts associated with the seven CIP categories, the four representative CIP projects included in Chapter 2.0, Project Description. Refer to Section 2.4.2, Representative CIP Projects, for project information, including anticipated construction equipment and estimated duration of construction activities.

Construction sources of GHG emissions include construction equipment operation on-site and construction worker vehicle trips to and from the project site, and construction material deliveries to and from the project site. Construction input data for CalEEMod include, but are not limited to, (1) the anticipated start and finish dates of construction activity; (2) inventories of construction equipment to be

used; and (3) trips associated with construction activities (i.e., hauling, vendor, and worker trips). Construction GHG emissions were quantified by estimating the types and quantity of equipment that would be used on-site during each construction phase, as provided by the model defaults. CalEEMod also quantified off-site GHG emissions from worker, vendor, and hauling truck trips.

The proposed project would result in direct GHG emissions generated by construction activities. Operation of the utilities undergrounding, water, sewer, storm water, and streets CIP projects would not result in increased routine maintenance beyond existing conditions, nor would project operation increase roadway capacity or generate substantial amounts of additional traffic. Due to the nature of the anticipated improvements, no area or energy source emissions would be generated. As the project would not include new mobile source emissions or new permanent stationary sources, it would not have the potential to generate substantial new criteria air pollutant emissions from operations. Table 3.5-1, Estimated Direct Construction-Related GHG Emissions ($MTCO_2e$ /year), presents the estimated GHG emissions of the proposed project. CalEEMod outputs are provided in Appendix D, Air Quality/Greenhouse Gas Emissions Data.

It is noted that representative Project No. 4 (Shores Park Improvements Project) would include upgrades to the existing on-site City Community Building, which could include additions of up to 5,000 square feet and improvements to on-site parking for the proposed park and community center. However, due to the limited scope of the proposed improvements, Project No. 4 is not expected to generate a substantial amount of operational emissions beyond existing conditions.

TABLE 3.5-1 ESTIMATED DIRECT CONSTRUCTION-RELATED GHG EMISSIONS ($MTCO_2E$ /YEAR)

Source	CO_2	CH_4	N_2O	Refrigerants	Total
Representative Project No. 1	4.43	<0.01	<0.01	<0.01	**4.43**
Representative Project No. 2	0.31	<0.01	<0.01	<0.01	**0.31**
Representative Project No. 3	1.45	<0.01	<0.01	<0.01	**1.45**
Representative Project No. 4	10.42	<0.01	<0.01	<0.01	**10.46**
Total Direct Emissions	***16.61***	***<0.01***	***<0.01***	***<0.01***	***16.65***
Total Project-Related Emissions					**16.65 $MTCO_2e$/year**

Source: Appendix D, Air Quality/Greenhouse Gas Emissions Data
CO_2 = carbon dioxide; CH_4 = methane; N_2O = nitrous oxide; $MTCO_2e$ = metric tons of carbon dioxide equivalent
Notes: Emissions calculated using California Emissions Estimator Model Version 2022.1 (CalEEMod) computer model.
Totals may be slightly off due to rounding.

Due to the cumulative nature of GHG emissions, construction emissions from the four representative CIP projects are summed and provided in Table 3.5-1. Construction GHG emissions are amortized (i.e., total construction emissions divided by the lifetime of the project, assumed to be 30 years),[4] then added to the

[4] In accordance with the South Coast Air Quality Management District guidance (SCAQMD 2008), projected GHGs from construction have been quantified and amortized over 30 years, which is the number of years considered to represent the life of a project. Since the SDAPCD guidance (SDAPCD 2024) does not provide similar guidance, the project lifetime was assumed to be 30 years. The amortized construction emissions are added to the annual average operational emissions.

operational emissions. As seen in Table 3.5-1, construction of the proposed project would result in a total of 16.65 $MTCO_2e$ per year when amortized over 30 years.

To determine whether the proposed project's GHG emissions may have a significant impact on the environment, it must be determined whether the project is consistent with applicable plans, policies, and regulations adopted for the purpose of reducing the emissions of GHGs, as in the following section. Based on the analysis presented below, impacts would be **less than significant**.

Conflict with Applicable Plans, Policies, or Regulations

The GHG consistency analysis for the proposed project is based on the project's consistency with SANDAG's 2021 Regional Plan,[5] CARB's 2022 Scoping Plan, and the City of Del Mar CAP. The 2021 Regional Plan incorporates local land use projections and circulation networks from city and county general plans. The 2022 Scoping Plan describes the approach California will take to reduce GHG emissions by 40 percent below 1990 levels by the year 2030. Similarly, the CAP identifies goals intended to support sustainable development within the City, and implementation of the CAP would contribute to a reduction in the City's overall GHG emissions.

Consistency with the SANDAG 2021 Regional Plan

Chapter 2, Sustainable Community Strategy – A Framework for the Future, of the 2021 Regional Plan includes three core strategies around which projects, policies, and programs in accordance with the 2021 Regional Plan are organized and implemented to achieve the intended goals. Table 3.5-2, 2021 Regional Plan Consistency Analysis, shows the project's consistency with the core strategies. As shown, the project would not conflict with GHG emission reduction strategies identified in the 2021 Regional Plan.

TABLE 3.5-2 2021 REGIONAL PLAN CONSISTENCY ANALYSIS

Reduction Strategy	Project Consistency Analysis
Invest in a reimagined transportation system: Build a network and fund services that include multimodal roadways; an expanded network of fast, frequent, and low-cost transit; 21st-century technology that manages the entire transportation system and connects people to on-demand services; and zero-emission options for vehicles and micromobility.	**Not Applicable.** The project is not a transit project. This strategy is not applicable to the project. However, the proposed project would include street improvements to roadway pavement, bikeways, sidewalks, and boardwalks, which would support the City's multimodal transportation system and connectivity, as well as enhance public access.
Incentivize sustainable growth and development: Collaborate with local jurisdictions and fund programs that accelerate housing production while also addressing the intertwined issues of equity, climate resilience, and mobility.	**Not Applicable.** The proposed project does not include development of any residential uses. This strategy is not applicable to the project.
Implement innovative demand and system management: Reduce solo driving and congestion through increased remote work, carsharing, vanpooling, pricing strategies, and parking-management programs that leverage partnerships and technology.	**Not Applicable.** The proposed project is the implementation of the City's CIP. The measures identified would not apply to the improvements anticipated with implementation of the CIP. This strategy is not applicable to the project.

Source: SANDAG 2021

[5] The *Draft 2025 Regional Plan* has not yet been fully adopted; therefore, the following project consistency evaluation is based on the 2021 Regional Plan.

Consistency with the 2022 CARB Scoping Plan

The 2022 Scoping Plan identifies reduction measures necessary to achieve the goal of carbon neutrality by 2045 or earlier. Actions that reduce GHG emissions are identified for each AB 32 inventory sector. Table 3.5-3, Consistency with the 2022 Scoping Plan, provides an evaluation of reduction actions/strategies by emissions source category to determine how the proposed project would be consistent with or exceed reduction actions/strategies outlined in the 2022 Scoping Plan.

TABLE 3.5-3 CONSISTENCY WITH THE 2022 SCOPING PLAN

Actions and Strategies	Project Consistency Analysis
Smart Growth / Vehicles Miles Traveled (VMT): Reduce VMT per capita to 25 percent below 2019 levels by 2030, and 30 percent below 2019 levels by 2045	**Not Applicable**. The proposed project is the implementation of the City's CIP. The project would not result in development that would generate a substantial number of operational vehicular trips or cause an increase in vehicle miles traveled over existing conditions. This strategy is not applicable to the project.
New Residential and Commercial Buildings: All electric appliances beginning 2026 (residential) and 2029 (commercial), contributing to 6 million heat pumps installed statewide by 2030	**Not Applicable**. The proposed project is the implementation of the City's CIP. The project would not result in any residential or commercial development. This strategy is not applicable to the project.
Construction Equipment: Achieve 25 percent of energy demand electrified by 2030 and 75 percent electrified by 2045	**Not Applicable**. The City of Del Mar has not adopted an ordinance or program requiring electric-powered construction equipment. However, if such programs or ordinances are adopted in the future, compliance would be required as the CIP improvements are implemented. This strategy is not applicable to the proposed project.
Non-combustion Methane Emissions: Divert 75 percent of organic waste from landfills by 2025	**Not Applicable.** The proposed project is the implementation of the City's CIP. The project does not include development that would increase the generation of organic waste over existing conditions, due to the nature of the improvements identified. This strategy is not applicable to the project.

Source: CARB 2022

Consistency with the City's CAP

The City's CAP is a long-range strategy aimed at reducing GHG emissions and commits to reducing GHG emissions by 50 percent below 2012 levels by 2035, in alignment with AB 32 and statewide climate goals. To achieve these reductions, the CAP outlines a suite of measures and strategies across key focus areas, including energy use in buildings, water conservation, waste management, transportation, and urban forestry. These measures may be applied as a guiding framework for evaluating and enhancing the sustainability of public infrastructure projects. However, capital improvement projects such as roadway widening, infrastructure upgrades, and other public works projects are not directly subject to CAP requirements. These projects can support CAP goals by incorporating sustainable design features, improving multimodal transportation options, and enhancing climate resilience. Infrastructure improvements are considered consistent with the CAP when they align with the CAP's objectives and do not conflict with its reduction strategies.

Conclusion

The proposed project would not generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment. As applicable, measures identified in the CAP (i.e., Goal 9: Reduce Outdoor Water Consumption; Goal 17: Increase Number of Preferential Parking Spaces for Clean Vehicles; and Goal 22: Implement Urban Tree Planting Program) may be incorporated into City CIP projects as they are implemented over time to support continued GHG reduction goals. Accordingly, impacts would be **less than significant**.

Mitigation Measures: None required.

Level of Significance: Less than significant.

Cumulative Impacts

Impact 3.5-3	**Cumulative projects have and would continue to contribute to a cumulatively significant impact associated with GHG emissions. However, the proposed project's contribution would not be cumulatively considerable.**

Impacts related to GHG emissions are the result of cumulative global emissions and no single project on its own can cause climate change, as a single project is not large enough to change the global atmosphere. As such, the geographic scope for cumulative GHG emissions impacts is global and past, present, and reasonably foreseeable future projects in the region, state, nation, and world, have and would continue to contribute to GHG emissions. While federal, state, and local regulations have been put in place to address targets for emissions reductions, changes from past, present, and reasonably foreseeable future projects have contributed to a cumulatively significant impact associated with GHG emissions.

As discussed in Section 3.5.4, Project Impacts and Mitigation Measures, CIP projects facilitated by the proposed project (i.e., streamlining implementation of the City's CIP projects) would not generate GHG emissions, either directly or indirectly, that would result in a significant impact on the environment. As a result, cumulative impacts related to consistency with GHG plans, policies, and regulations would be less than significant, as the proposed project would be consistent with applicable plans and policies. Further, future CIP projects would be required to comply with these plans and policies. Therefore, the proposed project's contribution to impacts associated with GHG emissions would **not be cumulatively considerable**.

Mitigation Measures: None required.

Level of Significance: Project impacts would not be cumulatively considerable.

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3.6. Noise and Vibration

This section discusses the environmental setting, existing conditions, regulatory context, and potential impacts of the proposed project in relation to noise and vibration.

This section is based on technical data from the following:

- *Noise Data*, prepared by Michael Baker International (Appendix G)

The following table provides a summary of impacts and significance findings, based on the analysis provided in Section 3.6.4, Project Impacts and Mitigation Measures. A significant and unavoidable impact was identified in relation to temporary construction noise.

SUMMARY BY CIP PROJECT CATEGORY OF IMPACTS ASSOCIATED WITH NOISE AND VIBRATION

Impact	UP	Water	Wastewater	Storm Water	Streets	Facilities	Open Space
Impact 3.6-1: Increase in ambient noise exceeding noise standards	SU	SU	SU	SU	SU	SU	SU
Impact 3.6-2: Excessive groundborne vibration or noise	LTS+M	LTS+M	LTS+M	LTS+M	LTS+M	LTS+M	LTS+M
Impact 3.6-3: Exposure to excessive airport noise	NI	NI	NI	NI	NI	NI	NI
Impact 3.6-4: Project's contribution to cumulative noise and vibration impacts	NCC	NCC	NCC	NCC	NCC	NCC	NCC

Notes: LTS = Less than Significant; LTS+M = Less than Significant with Mitigation; NCC = Not Cumulatively Considerable; NI = No Impact; SU = Significant and Unavoidable

3.6.1. Environmental Setting

Fundamentals of Noise and Vibration

Acoustics is the science of sound. Sound may be thought of as mechanical energy of a vibrating object transmitted by pressure waves through a medium to human (or animal) ears. If the pressure variations occur frequently enough (at least 20 times per second), they can be heard and are called sound. The number of pressure variations per second is called the frequency of sound and is expressed as cycles per second, or hertz (Hz).

Noise is a subjective reaction to different types of sounds. Noise is typically defined as airborne sound that is loud, unpleasant, unexpected, or undesired and may therefore be classified as a more specific group of sounds. A typical noise environment consists of a base of steady background noise that is the sum of many distant and indistinguishable noise sources. Superimposed on this background noise is the sound from individual local sources. These sources can vary from an occasional aircraft or train passing by to virtually continuous noise from, for example, traffic on a major highway. Perceptions of sound and noise are subjective from person to person.

Sound levels are described in decibel (dB) units. The decibel scale uses the hearing threshold (20 micropascals) as a point of reference, defined as 0 dB. Other sound pressures are then compared to this reference pressure and the logarithm is taken to keep the numbers in a practical range. The decibel scale allows a million-fold increase in pressure to be expressed as 120 dB, and changes in levels (dB) correspond closely to human perception of relative loudness.

The impacts of noise are not a function of loudness alone. The perceived loudness of sounds is dependent on many factors, including sound pressure level and frequency content. However, within the usual range of environmental noise levels, perception of loudness is relatively predictable and can be approximated by A-weighted sound levels (expressed as dBA). There is a strong correlation between A-weighted sound levels and the way the human ear perceives sound. For this reason, the A-weighted sound level has become the standard tool of environmental noise assessment. All noise levels reported in this section are in terms of A- weighted levels, but are expressed as dB unless otherwise noted.

Addition of Decibels

The decibel scale is logarithmic, not linear, and therefore sound levels cannot be added or subtracted through ordinary arithmetic. Two sound levels 10 dB apart differ in acoustic energy by a factor of 10. When the standard logarithmic decibel is A-weighted, an increase of 10 dBA is generally perceived as a doubling in loudness. For example, a 70-dBA sound is half as loud as an 80 dBA sound and twice as loud as a 60 dBA sound. When two identical sources are each producing sound of the same loudness, the resulting sound level at a given distance would be 3 dB higher than one source under the same conditions (Federal Highway Administration [FHWA] 2006). Under the decibel scale, three sources of equal loudness together would produce an increase of 5 dB (Caltrans 2013).

Sound Propagation and Attenuation

Generally, sound spreads (propagates) uniformly outward in a spherical pattern, and the sound level decreases (attenuates) at a rate of approximately 6 dB for each doubling of distance from a stationary or point source. Sound from a line source, such as a highway, propagates outward in a cylindrical pattern, often referred to as cylindrical spreading. Sound levels attenuate at a rate of approximately 3 dB for each doubling of distance from a line source, such as a roadway, depending on ground surface characteristics. Similarly, a halving of the energy of a noise source would result in a 3 dB decrease. No excess attenuation is assumed for hard surfaces like a parking lot or a body of water. Soft surfaces, such as soft dirt or grass, can absorb sound, so an excess ground-attenuation value of 1.5 dB per doubling of distance is normally assumed (FHWA 2011).

Noise levels may also be reduced by intervening structures or landforms; generally, a single row of buildings between the receptor and the noise source reduces the noise level by approximately 5 dBA, while a solid wall or berm reduces noise levels by 5 to 10 dBA (FHWA 2006). The manner in which older homes in California were constructed generally provides a reduction of exterior-to-interior noise levels of approximately 20 to 25 dBA with closed windows. The exterior-to-interior reduction of newer residential units is generally 30 dBA or more.

Noise Descriptors

The decibel scale alone does not adequately characterize how humans perceive noise. The dominant frequencies of a sound have a substantial effect on the human response to that sound. Several rating scales have been developed to analyze the adverse effect of community noise on people. Because environmental noise fluctuates over time, these scales consider that the effect of noise on people is largely dependent on the total acoustical energy content of the noise, as well as the time of day when the noise occurs. The equivalent continuous sound level (L_{eq}) is a measure of ambient noise, while the day-night average sound level (L_{dn}) and community noise equivalent (CNEL) are measures of community noise. Each is applicable to this analysis and defined in Table 3.6-1, Definitions of Acoustical Terms.

TABLE 3.6-1 DEFINITIONS OF ACOUSTICAL TERMS

Term	Definition
Decibel, dB	A unit describing the amplitude of sound, equal to 20 times the logarithm to the base 10 of the ratio of the pressure of the sound measured to the reference pressure. The reference pressure for air is 20.
Sound Pressure Level	Sound pressure is the sound force per unit area, usually expressed in micropascals (or 20 micronewtons per square meter), where 1 pascal is the pressure resulting from a force of 1 newton exerted over an area of 1 square meter. The sound pressure level is expressed in decibels as 20 times the logarithm to the base 10 of the ratio between the pressures exerted by the sound to a reference sound pressure (i.e., 20 micropascals). Sound pressure level is the quantity that is directly measured by a sound level meter.
Frequency, Hz	The number of complete pressure fluctuations per second above and below atmospheric pressure. Normal human hearing is between 20 Hz and 20,000 Hz. Infrasonic sounds are below 20 Hz and ultrasonic sounds are above 20,000 Hz.
A-Weighted Sound Level, dBA	The sound pressure level in decibels as measured on a sound level meter using the A-weighting filter network. The A-weighting filter de-emphasizes the very low and very high frequency components of the sound in a manner similar to the frequency response of the human ear and correlates well with subjective reactions to noise.
Equivalent Noise Level, L_{eq}	The average acoustic energy content of noise for a stated period of time. Thus, the L_{eq} of a time-varying noise and that of a steady noise are the same if they deliver the same acoustic energy to the ear during exposure. For evaluating community impacts, this rating scale does not vary, regardless of whether the noise occurs during the day or the night. For example, $L_{eq}(1)$ is the equivalent noise level over a one-hour period and $L_{eq}(8)$ corresponds to an eight-hour period.
L_{max}, L_{min}	The maximum and minimum A-weighted noise level during the measurement period.
L_{01}, L_{10}, L_{50}, L_{90}	The A-weighted noise levels that are exceeded 1%, 10%, 50%, and 90% of the time during the measurement period.
Day/Night Noise Level, L_{dn} or DNL	A 24-hour average L_{eq} with a 10 dBA "weighting" added to noise during the hours of 10:00 p.m. to 7:00 a.m. to account for noise sensitivity in the nighttime. The logarithmic effect of these additions is that a 60 dBA 24-hour L_{eq} would result in a measurement of 66.4 dBA L_{dn}.
Community Noise Equivalent Level, CNEL	A 24-hour average Leq with a 5 dBA "weighting" during the hours of 7:00 p.m. to 10:00 p.m. and a 10 dBA "weighting" added to noise during the hours of 10:00 p.m. to 7:00 a.m. to account for noise sensitivity in the evening and nighttime, respectively. The logarithmic effect of these additions is that a 60 dBA 24-hour L_{eq} would result in a measurement of 66.7 dBA CNEL.
Ambient Noise Level	The composite of noise from all sources near and far. The normal or existing level of environmental noise at a given location.
Intrusive	That noise which intrudes over and above the existing ambient noise at a given location. The relative intrusiveness of a sound depends on its amplitude, duration, frequency, and time of occurrence and tonal or informational content as well as the prevailing ambient noise level.

The A-weighted decibel sound level (dBA) scale gives greater weight to the frequencies of sound to which the human ear is most sensitive. Because sound levels can vary markedly over a short period of time, a method for describing either the average character of the sound or the statistical behavior of the variations must be utilized. Most commonly, environmental sounds are described in terms of an average level that has the same acoustical energy as the summation of all the time-varying events.

The scientific instrument used to measure noise is the sound level meter. Sound level meters can accurately measure environmental noise levels to within approximately plus or minus 1 dBA. Various computer models are used to predict environmental noise levels from sources, such as roadways and airports. The accuracy of the predicted models depends on the distance between the receptor and the noise source. Close to the noise source, the models are accurate to within approximately plus or minus 1 to 2 dBA.

Human Response to Noise

The human response to environmental noise is subjective and varies considerably from individual to individual. Noise in the community has often been cited as a health problem, not in terms of actual physiological damage, such as hearing impairment, but in terms of inhibiting general well-being and contributing to undue stress and annoyance. The health effects of noise in the community arise from interference with human activities, including sleep, speech, recreation, and tasks that demand concentration or coordination. Hearing loss can occur at the highest noise intensity levels.

Noise environments and consequences of human activities are usually well represented by median noise levels during the day or night or over a 24-hour period. Environmental noise levels are generally considered low when the CNEL is below 60 dBA; moderate in the 60 to 70 dBA range; and high above 70 dBA. Examples of low daytime levels are isolated, natural settings with noise levels as low as 20 dBA and quiet, suburban, residential streets with noise levels around 40 dBA. Noise levels above 45 dBA at night can disrupt sleep. Examples of moderate-level noise environments are urban residential or semi-commercial areas (typically 55 to 60 dBA) and commercial locations (typically 60 dBA). People may consider louder environments adverse, but most will accept the higher levels associated with noisier urban residential or residential-commercial areas (60 to 75 dBA) or dense urban or industrial areas (65 to 80 dBA). Regarding increases in A-weighted noise levels, the following relationships should be noted in understanding this analysis:

- Except in carefully controlled laboratory experiments, a change of 1 dBA cannot be perceived by humans.
- Outside of the laboratory, a 3 dBA change is considered a just-perceivable difference.
- A change in level of at least 5 dBA is required before any noticeable change in community response would be expected. An increase of 5 dBA is typically considered substantial.
- A 10 dBA change is subjectively heard as an approximate doubling in loudness and would be anticipated to cause an adverse change in community response.

Vibration

Ground vibration consists of oscillatory (i.e., rapidly fluctuating) motions or waves with an average motion of zero (i.e., the ground does not actually move from one place to another). Sources of earth-borne vibrations include natural phenomena (earthquakes, volcanic eruptions, sea waves, landslides, etc.) or man-made causes (explosions, machinery, traffic, trains, construction equipment, etc.). Vibration sources may be continuous (e.g., factory machinery) or transient (e.g., explosions).

Several different methods are typically used to quantify vibration amplitude. One is the peak particle velocity (PPV); another is the root mean square (RMS) velocity. The PPV is defined as the maximum instantaneous positive or negative peak of the vibration wave. The RMS velocity is defined as the average of the squared amplitude of the signal. Vibration decibels (VdB) are commonly used to measure the RMS vibration velocity level. The PPV and RMS vibration velocity amplitudes are used to evaluate human response to vibration.

Table 3.6-2, Human Reaction and Damage to Buildings for Continuous or Frequent Intermittent Vibration Levels, displays the reactions of people and the effects on buildings produced by continuous vibration levels. However, vibration may be found to be annoying at much lower levels than those listed, depending on the level of activity or the sensitivity of the individual. To sensitive individuals, vibrations approaching the threshold of perception can be annoying. Low-level vibrations frequently cause irritating secondary vibration, such as a slight rattling of windows, doors, or stacked dishes. The rattling sound can give rise to exaggerated vibration complaints, even though there is very little risk of actual structural damage.

TABLE 3.6-2 HUMAN REACTION AND DAMAGE TO BUILDINGS FOR CONTINUOUS OR FREQUENT INTERMITTENT VIBRATION LEVELS

Peak Particle Velocity (inches/second)	Approximate Vibration Velocity Level (VdB)	Human Reaction	Effect on Buildings
0.006–0.019	64–74	Range of threshold of perception.	Vibrations unlikely to cause damage of any type.
0.08	87	Vibrations readily perceptible.	Recommended upper level to which ruins and ancient monuments should be subjected.
0.1	92	Level at which continuous vibrations may begin to annoy people, particularly those involved in vibration sensitive activities.	Virtually no risk of architectural damage to normal buildings.
0.2	94	Vibrations may begin to annoy people in buildings.	Threshold at which there is a risk of architectural damage to normal dwellings.
0.4–0.6	98–104	Vibrations considered unpleasant by people subjected to continuous vibrations and unacceptable to some people walking on bridges.	Architectural damage and possibly minor structural damage.

Ground vibration can be a concern in instances where buildings shake and substantial rumblings occur. However, it is unusual for vibration from typical urban sources such as buses and heavy trucks to be perceptible. Common sources for groundborne vibration are planes, trains, and construction activities such as pile driving and vibratory compacting, which require the use of heavy-duty earth-moving equipment. For the purposes of this analysis, a PPV descriptor with units of inches per second (inch/sec) is used to evaluate construction-generated vibration for building damage and human complaints.

Effects of Noise on People

Hearing Loss

While physical damage to the ear from an intense noise impulse is rare, a degradation of auditory acuity can occur even within a community noise environment. Hearing loss occurs mainly due to chronic exposure to excessive noise, but may be due to a single event such as an explosion. Natural hearing loss associated with aging may also accelerate from chronic exposure to loud noise.

The Occupational Safety and Health Administration has a noise exposure standard that is set at the threshold where hearing loss may occur from long-term exposures. The maximum allowable level is 90 dBA averaged over 8 hours. If the noise level exceeds 90 dBA, the allowable exposure time is correspondingly shorter.

Annoyance

Attitude surveys are used for measuring the annoyance felt in a community for noises intruding into homes or affecting outdoor activity areas. Causes for annoyance identified through such surveys include interference with speech and sleep; noise from radio and television; and house vibrations. The L_{dn} as a measure of noise has been found to provide a valid correlation of noise level and the percentage of people annoyed. For ground vehicles, a noise level of approximately 55 dBA L_{dn} is the threshold at which a substantial percentage of people begin to report annoyance.

Sensitive Receptors

Noise-sensitive uses are generally considered to include those uses where noise exposure could result in health-related risks to individuals, as well as places where quiet is an essential element of their intended purpose. Potentially noise-sensitive uses in the City of Del Mar include residences (including residences for the elderly), hotels, schools, libraries, and churches.

The precise boundaries of construction activities associated with the planned Capital Improvement Program (CIP) projects are currently unknown, and such improvements would occur throughout the City, with surrounding land uses varying for each project location. However, it is anticipated that sensitive receptors would likely be located within proximity to the areas where improvements are planned. Existing conditions (and potential sensitive receptors) would be considered, as appropriate, at the time when individual projects are undertaken.

3.6.2. Regulatory Framework

Federal

US Environmental Protection Agency

The US Environmental Protection Agency (EPA) offers guidelines for community noise exposure in the *Noise Effects Handbook – A Desk Reference to Health and Welfare Effects of Noise* (EPA 1981). The guidelines consider occupational noise exposure as well as noise exposure in residential homes. The EPA recognizes an exterior 55 dB day-night noise level (dB L_{dn}) as a general goal to protect the public from hearing loss, activity interference, sleep disturbance, and annoyance. The EPA and other federal agencies have adopted suggested land use compatibility guidelines that indicate that residential noise exposures of 55 to 65 dB L_{dn} are acceptable. However, the EPA notes that these levels are not regulatory goals, but are levels defined by a negotiated scientific consensus, without concern for economic and technological feasibility or the needs and desires of any particular community.

State

The California Governor's Office of Land Use and Climate Innovation's (LCI) noise element guidelines include recommended exterior and interior noise level standards for local jurisdictions to identify and prevent the creation of incompatible land uses due to noise. The guidelines contain a table that describes the compatibility of various land uses with a range of environmental noise levels in terms of the CNEL. Table 3.6-3, Land Use Compatibility for Community Noise Environments, presents guidelines for determining acceptable and unacceptable community noise exposure limits for various land use categories. The guidelines also present adjustment factors that may be used to arrive at noise acceptability standards that reflect the noise control goals of the community, the particular community's sensitivity to noise, and the community's assessment of the relative importance of noise pollution.

TABLE 3.6-3 LAND USE COMPATIBILITY FOR COMMUNITY NOISE ENVIRONMENTS

Land Use Category	Normally Acceptable CNEL	Conditionally Acceptable CNEL	Normally Unacceptable CNEL	Clearly Unacceptable CNEL
Residential – Low Density, Single-Family, Duplex, Mobile Homes	50–60	55–70	70–75	75–85
Residential – Multiple Family	50–65	60–70	70–75	70–85
Transient Lodging – Motel, Hotels	50–65	60–70	70–80	80–85
Schools, Libraries, Churches, Hospitals, Nursing Homes	50–70	60–70	70–80	80–85
Auditoriums, Concert Halls, Amphitheaters	NA	50–70	NA	65–85
Sports Arenas, Outdoor Spectator Sports	NA	50–75	NA	70–85
Playgrounds, Neighborhood Parks	50–70	NA	67.5–75	72.5–85
Golf Courses, Riding Stables, Water Recreation, Cemeteries	50–70	NA	70–80	80–85
Office Buildings, Business Commercial and Professional	50–70	67.5–77.5	75–85	NA
Industrial, Manufacturing, Utilities, Agriculture	50–75	70–80	75–85	NA

Source: California Governor's Office of Planning and Research 2017
Notes: NA: not applicable; CNEL: community noise equivalent level (or L_{dn}) in dBA; L_{dn}: average day/night sound level

Table 3.6-3, Notes continued:
Normally Acceptable – Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.
Conditionally Acceptable – New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning, will normally suffice.
Normally Unacceptable – New construction or development should be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be applied and noise insulation features included in the design, as appropriate.
Clearly Unacceptable – New construction or development should generally not be undertaken.

Local

City of Del Mar Community Plan

The City's goals for transportation noise sources are identified in the Community Plan Transportation Element, Noise Section (March 1976, revised 2002). This section of the Community Plan identifies 65 dBA CNEL as the maximum noise level compatible with residential land uses. The Community Plan identifies the following objective and policies related to noise and vibration:

Objective D: Reduce the level of noise created by major transportation routes in the community.

Policy 1: Limit the speed of vehicular traffic along City streets, particularly Camino Del Mar.

Policy 2: Encourage sound reduction techniques in new buildings within the 65 decibel boundaries adjacent to Camino Del Mar and the railroad right-of-way.

City of Del Mar Noise Ordinance

The relevant portions of DMMC Chapter 9.20, Noise Regulations, that are applicable to the proposed project are included below.

Section 9.20.40, Sound Level Limits.

A. Unless otherwise specified, it shall be unlawful for any person(s) to cause noise by any means to the extent that the one-hour average sound level exceeds the applicable limit given in the following table, at any location in the City of Del Mar beyond the premises on which the noise is produced, as measured pursuant to the provisions of this Chapter. The noise subject to these limits is that part of the total noise at the specified location that is due solely to the action of said person(s).

TABLE OF APPLICABLE LIMITS

Property Receiving Noise	Time of Day	One-Hour Average Sound Level (dBA)
R1-5, R1-5B, R1-10, R1-10B, R-2, R1-14, R1-40, RM-East, RM-West, RM-Central, RM-South, OS Overlay	7 a.m. to 10 p.m.	50
	10 p.m. to 7 a.m.	40
NC, RC, CC, PC, BC, VC	7 a.m. to 10 p.m.	60
	10 p.m. to 7 a.m.	50
RR	7 a.m. to 10 p.m.	60
	10 p.m. to 7 a.m.	55

B. The noise limits specified in Subsection A. above shall be adjusted as follows to account for the effects of time and duration on the impact of noise levels:

   a. Noise that is produced for no more than a cumulative period of 30 minutes in any hour may exceed the noise limit by three decibels.

   b. Noise that is produced for no more than a cumulative period of 15 minutes in any hour may exceed the noise limit by six decibels.

   c. Noise that is produced for no more than a cumulative period of ten minutes in any hour may exceed the noise limit by eight decibels.

   d. Noise that is produced for no more than a cumulative period of five minutes in any hour may exceed the noise limit by 11 decibels.

   e. Noise that is produced for no more than a cumulative period of two minutes in any hour may exceed the noise limit by 15 decibels.

C. For purposes of this Chapter, the peak decibel reading for a noise with a fluctuating noise level (such as live or recorded music) shall be considered as the noise level for the entire cumulative period of noise. Likewise, the time between repetitive intermittent noises (such as banging, pounding, or hammering) shall be included in the cumulative of the noise.

D. If the measured ambient level exceeds the applicable limit noted above, the allowable one hour average sound level shall be the ambient noise level.

E. The sound level limit at a location on a boundary between two zoning districts is the arithmetic mean of the respective limits of the two districts.

F. Fixed-location public utility distribution or transmission facilities located on or adjacent to a property line shall be subject to the noise level limits of this Chapter, measured at or beyond six feet from the boundary of the easement upon which the equipment is located.

Section 9.20.050, Construction Noise.

Any person who operates powered construction or landscape equipment and/or who erects, constructs, demolishes, excavates for, alters or repairs any building or structure within the City of Del Mar in such a manner as to cause noise to be received beyond the boundaries of the property on which the construction work is occurring shall comply with the following:

A. No construction work shall be performed on Sundays or City holidays.

B. No construction work shall be performed before 9:00 a.m. or after 7:00 p.m. on Saturday.

C. No construction work shall be performed before 7:00 a.m. or after 7:00 p.m. on Monday through Friday.

D. Construction activity shall not cause an hourly average sound level greater than 75 decibels on property zoned or used for residential purposes.

E. Exception: A person may perform construction work on the person's own property, provided such construction activity is not carried on for profit or livelihood, between the hours of 10:00 a.m. and 5:00 p.m. on Sundays and City holidays.

Section 9.20.090, Public Nuisance Noise.

A. It shall be unlawful for any person to make, continue or cause to be made or continued, within the limits of the City of Del Mar, any disturbing, excessive or offensive noise which causes discomfort or annoyance to any reasonable persons of normal sensitivity residing in the area.

B. In the absence of objective measurement by use of a sound level meter, the characteristics and conditions which shall be considered in determining whether a violation of the provisions of this Section exists shall include any or all of the following:

1. The level of the noise;

2. Whether the nature of the noise is usual or unusual;

3. Whether the origin of the noise is natural or unnatural;

4. The level of the ambient noise;

5. The proximity of the noise to sleeping facilities;

6. The nature and zoning of the area from which the noise emanates and the area where it is received;

7. The time of day or night the noise occurs;

8. The duration of the noise; or

9. Whether the noise is recurrent, intermittent or constant.

C. Identified Excessive Noises. The following activities, among others, are declared to cause disturbing, excessive, or offensive noises in violation of this Section but said enumeration shall not be deemed to be exclusive, namely:

1. *Horns, Signaling Devices, etc.* Unnecessary use or operation of horns, signaling devices, etc., on automobiles, motorcycles, or any other vehicle.

2. *Radios, Television Sets, Phonographs, Loud Speaking Amplifiers and Similar Devices.*

    a. *Uses restricted.* The use, operation or permitting to be played, used, or operated, any sound production or reproduction device, radio receiving set, musical instrument, drums,

phonograph, television set, loud speakers and sound amplifiers or other machine or device for the producing or reproducing of sound in such a manner as to disturb the peace, quiet and comfort of any reasonable person of normal sensitivity in any residential or public area is prohibited. This provision shall not apply to any participant in a duly licensed parade, or to any person who has been otherwise duly authorized by the City of Del Mar to engage in such conduct.

b. *Prima Facie Violations.* The operation of any such set, instrument, phonograph, television set, machine, loud speakers or similar device between the hours of 10:00 p.m. and 8:00 a.m. in such a manner as to be plainly audible at a distance of 50 feet from the building, structure, or vehicle in which it is located, shall be prima facie evidence of a violation of this Section.

5. *Playing of Radios, Phonographs, and Other Sound Production or Reproduction Devices in Public Parks and Beach Areas and Public Parking Lots and Streets Adjacent Thereto.* The operation of any radio, phonograph, television set, or any other sound production or reproduction device in any public park or on any public beach or any public parking lot or street adjacent to such park or beach, without the prior written approval of the City Manager, in such a manner that such radio, phonograph, television set or sound production or reproduction device emits a sound level exceeding those found in the following table at any point ten feet or more from the noise source is prohibited:

TABLE OF APPLICABLE LIMITS

Time of Day	Time Average Sound Level Limits
7:00 a.m. to 7:00 p.m.	65 decibels
7:01 p.m. to 6:59 a.m.	55 decibels

City of Del Mar Design Review Ordinance

The City's Design Review Ordinance is intended to implement the Community Plan. It requires most new development projects within the City to obtain a Design Review Permit in accordance with DMMC § 23.08. The City Council-appointed Design Review Board also applies the City Design Guidelines (City of Del Mar 2017) as applicable to new development. Although not binding, the Design Guidelines include quantifiable standards and criteria to add clarity, definition, and detail to the Design Review Ordinance's standards of review. The Design Review Board would not approve applications that include designs that would adversely affect the noise quality of the local neighborhood or fail to minimize noise created by a proposed project.

3.6.3. Significance Thresholds

The State of California has developed guidelines to address the significance of noise impacts based on Appendix G of the CEQA Guidelines. The proposed project would have a significant impact related to noise or vibration if it would result in:

1. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.

2. Generation of excessive groundborne vibration or groundborne noise levels.

3. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, exposure of people residing or working in the project area to excessive noise levels.

3.6.4. Project Impacts and Mitigation Measures

Exceed Noise Standards

Impact 3.6-1	**Although the project would not generate a substantial permanent increase in ambient noise levels, the project could potentially result in generation of a substantial temporary increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies. Permanent operational noise impacts would be less than significant; however, although construction noise would be reduced with implementation of Mitigation Measure NOI-1, temporary noise impacts would still be considered significant and unavoidable.**

Construction Impacts

On-Site Construction Activities

Groundborne noise and other types of construction-related noise impacts typically occur during the initial grading phase, which has the potential to create the highest levels of noise. Construction equipment produces maximum noise levels when equipment is operating under full power conditions (i.e., equipment engines at maximum speed). However, equipment used on construction sites typically operates under less than full power conditions, or part power. To characterize construction-period noise levels more accurately, the average (L_{eq}) noise level associated with each construction stage is calculated based on the quantity, type, and usage factors for each type of equipment that would be used during each construction stage. These noise levels are typically associated with multiple pieces of equipment simultaneously operating on part power.

As discussed in Chapter 2.0, Project Description, the proposed project is composed of numerous improvement projects related to public infrastructure and facilities. Due to the programmatic nature of the proposed project, the exact location and timing of future CIP projects are currently unknown. To analyze potential air quality impacts associated with the seven CIP categories, the four representative CIP

projects included in Chapter 2.0, Project Description. Refer to Section 2.4.4, Representative CIP Projects, for project information, including anticipated construction equipment and estimated duration of construction activities. As such, the following evaluation analyzes potential construction noise at various distances to determine whether a significant impact may occur.

Noise levels from construction equipment and activities were modeled using the Federal Highway Administration's Roadway Construction Noise Model (RCNM); refer to Appendix G, Noise Data, for results of the RCNM modeling. It is noted that not all construction equipment for a project would operate simultaneously. The modeled construction noise levels of Project Nos. 1 through 4 presented below also do not account for standard City construction noise abatement measures to reduce noise impacts included in Section 2.4.3, Regulatory Requirements and Standard City Measures, in Chapter 2.0. Further, the modeling did not account for intervening topography, vegetation, and structures, which would also reduce noise levels at nearby sensitive receptors. Therefore, modeled results in this analysis are conservative.

The impact analysis assumes that construction activities associated with the proposed project would comply with the City's permitted hours of construction as outlined in DMMC § 9.20.050 (see Section 3.6.2, Regulatory Framework).

Project No. 1 – Utilities Undergrounding District 2 (Beach Colony)

The estimated construction noise levels at varying distances associated with Project No. 1 are presented in Table 3.6-4, Project Nos. 1 and 2 Modeled Construction Noise Levels.

TABLE 3.6-4 PROJECT NOS. 1 AND 2 MODELED CONSTRUCTION NOISE LEVELS

Estimated Construction Noise Level at 65 Feet (dBA L_{eq})	Estimated Construction Noise Level at 117 Feet (dBA L_{eq})	Estimated Construction Noise Level at 205 Feet (dBA L_{eq})
85.0	79.9	75.0

Source: Appendix G, Noise Data
dBA L_{eq} = decibel equivalent continuous sound level
Note: Project Nos. 1 and 2 are both linear projects that involve include similar types of construction activities and equipment; therefore, construction noise levels are anticipated to be similar. RCNM does not include all of the construction equipment specified in Section 2.4.4, Representative CIP Projects. The missing equipment was replaced with the closest equivalent in RCNM.

Pursuant to the City's Noise Ordinance, construction noise must not cause noise levels greater than 75 dBA L_{eq} (DMMC § 9.20.050). As shown in Table 3.6-4, the estimated construction noise level would be 75 dBA L_{eq} at a distance of 205 feet; therefore, construction activities associated with Project No. 1 that occur within 205 feet of a noise-sensitive use (i.e., residences, hotels, schools, libraries, churches) could result in noise levels exceeding the City's construction noise level standard. However, such impacts would be temporary and intermittent in nature. Construction for linear CIP projects, such as Project No. 1, would progress sequentially along the alignment, and noise sources would move away from any given receptor as each project segment is completed. As such, any given receptor would be exposed to construction noise for only a few days. Additionally, construction would be limited to Monday through Friday from 7:00 a.m. to 7:00 p.m. and Saturday from 9:00 a.m. to 7:00 p.m. Given the short-term duration of temporary construction noise at any given noise-sensitive receptor, Project No. 1 would not generate a substantial temporary increase in ambient noise levels in the vicinity of the project, and impacts would be **less than significant**.

Project No. 2 – Roadway Widening Project

The estimated construction noise levels at varying distances associated with Project No. 2 are presented in Table 3.6-4. Project Nos. 1 and 2 are both linear projects that involve similar types of construction activities and equipment; therefore, construction noise levels are anticipated to be similar. Construction activities that occur within 205 feet of a noise-sensitive use could result in noise levels exceeding the City's construction noise level standard. However, similar to Project No. 1, given the short-term duration of temporary construction noise at any given noise-sensitive receptor, Project No. 2 would not generate a substantial temporary increase in ambient noise levels in the vicinity of the project, and impacts would be **less than significant**.

Project No. 3 – Storm Water and Sewer Infrastructure Improvement Project

The estimated construction noise levels at varying distances associated with Project No. 3 are presented in Table 3.6-5, Project No. 3 Modeled Construction Noise Levels.

TABLE 3.6-5 PROJECT NO. 3 MODELED CONSTRUCTION NOISE LEVELS

Estimated Construction Noise Level at 66.5 Feet (dBA L_{eq})	Estimated Construction Noise Level at 120 Feet (dBA L_{eq})	Estimated Construction Noise Level at 210 Feet (dBA L_{eq})
85.0	79.9	75.0

Source: Appendix G, Noise Data

dBA L_{eq} = decibel equivalent continuous sound level

Note: RCNM does not include all of the construction equipment specified in Section 2.4.4, Representative CIP Projects. The missing equipment was replaced with the closest equivalent in RCNM.

As shown in Table 3.6-5, the estimated construction noise level would be 75 dBA L_{eq} at a distance of 205 feet; therefore, construction activities associated with Project No. 3 that occur within 210 feet from a noise-sensitive use could result noise levels exceeding the City's construction noise level standard. However, similar to Project Nos. 1 and 2, given the short-term duration of temporary construction noise at any given noise-sensitive receptor, Project No. 3 would not generate a substantial temporary increase in ambient noise levels in the vicinity of the project, and impacts would be **less than significant**.

Project No. 4 – Shores Park Improvements Project

The closest noise-sensitive use to the project site (i.e., Shores Park) is a residence located approximately 55 feet to the southwest. Construction activities would occur throughout the project site; however, operation of construction equipment closest to any given noise-sensitive use would occur intermittently over several days. Construction noise levels would decrease as equipment operations move farther from a given receptor.

The General Noise Assessment methodology prescribed in the FTA *Transit Noise and Vibration Impact Assessment Manual* (FTA 2018) recommends evaluating construction noise from the center of the site, stating under the variable distance in its construction noise calculation to "assume that all equipment operates at the center of the project." It is noted that modeling for Project No. 4 was based on the property line of the closest residence, which is approximately 35 feet from the project site. As such, the following evaluation analyzes construction noise levels based on the distance from the center of the site to closest noise-sensitive use, or approximately 260 feet.

The construction noise level from Project No. 4 would be 70.0 dBA L_{eq} at 35 feet (see Appendix G). Because construction activities would not exceed the City's construction noise significance threshold of 75 dBA L_{eq} at a noise-sensitive use, construction-related noise impacts would be **less than significant**.

Conclusion

Linear CIP Projects

Construction noise modeled for Project Nos. 1 through 3 is representative of linear CIP projects (i.e., most of the utilities undergrounding, water, sewer, storm water, and streets CIP projects), given that they all have similar construction activities and equipment types. Construction for linear CIP projects would progress sequentially along the alignment, and noise sources would move away from any given receptor as each project segment is completed.

As demonstrated in the above analysis, if linear CIP project construction activities occur within 210 feet of a noise-sensitive use, noise levels could exceed the City's 75 dBA L_{eq} threshold. With implementation of standard City construction noise abatement measures in Section 2.4.3, Regulatory Requirements and Standard City Measures, including use of construction equipment that is maintained in accordance with manufacturer's recommendations and is equipped with properly operating and maintained mufflers and prohibiting equipment idling for more than 3 minutes, construction-generated noise levels would be reduced by approximately 5 dBA. Furthermore, construction for linear CIP projects would progress sequentially along the alignment, and noise sources would move away from any given receptor as each project segment is completed. As such, any given receptor would be exposed to construction noise for only a few days. Additionally, construction would be limited to Monday through Friday from 7:00 a.m. to 7:00 p.m. and Saturday from 9:00 a.m. to 7:00 p.m. Given the short-term and intermittent duration of temporary construction noise at any given noise-sensitive receptor, linear CIP projects would not generate a substantial temporary increase in ambient noise levels in the vicinity of the project, and impacts would be **less than significant**.

Non-Linear CIP Projects

Construction noise modeled for Project No. 4 is representative of CIP projects with a fixed location (i.e., non-linear projects), which is similar in nature to most of the facilities and open space CIP projects and potentially some of the water, sewer, storm water, and streets CIP projects.

As demonstrated in the above analysis, if the center of non-linear CIP project sites occurs within 260 feet of a noise-sensitive use, noise levels could exceed the City's 75 dBA L_{eq} threshold. Because such projects are not linear, any given noise-sensitive receptor could be exposed to an increase in ambient noise levels for multiple weeks or months. If construction activities would result in noise levels exceeding 75 dBA L_{eq} at a noise-sensitive receptor for more than five consecutive days, impacts could be **potentially significant**.

Construction Trips

Construction of the CIP projects would also result in increased noise along routes throughout the City due to movement of equipment and workers, as well as equipment and material haul trips. According to the California Department of Transportation (Caltrans), a doubling of traffic (100 percent increase) on a roadway would result in a perceptible increase in traffic noise levels (3 dBA) (Caltrans 2013). As such, a

significant impact would occur if construction-related trips were to result in a doubling of existing traffic volumes.

Based on the CalEEMod results, it is anticipated that Projects No. 1 through 3 would generate a maximum of 30 worker trips per day and 1 vendor trip per day, and Project No. 4 would generate a maximum of 18 worker trips per day and 1 vendor trip per day. Given the programmatic nature and scale of the proposed project (i.e., streamlining implementation of the City's CIP projects), construction trips associated with the proposed project would be dispersed throughout the City. The anticipated nominal increase in vehicle trips during construction of CIP projects would not result in a perceptible increase in traffic noise levels, and impacts would be **less than significant**.

Operational Impacts

Operational activities associated with CIP projects would be subject to compliance with the noise level limits established in DMMC § 9.20.40. The City's thresholds for stationary noise sources at noise-sensitive use are shown in Table 3.6-3, with 50 dBA L_{eq} during daytime hours and 40 dBA L_{eq} during nighttime hours as the most stringent.

Operation of most of the CIP projects would not result in a new noise source. Operational activities would be limited to continued, ongoing routine maintenance similar to existing conditions. Such activities would not generate a substantial permanent increase in ambient noise levels, and impacts would be less than significant.

The operation of some CIP projects, however, could result in permanent increase in ambient noise levels, including representative Project No. 4 (Shores Park Improvements Project) and planned Open Space CIP projects, as well as other potential future CIP projects such as relocations of the Public Works Facility and Fire Department buildings and water/sewer pump stations. Some CIP projects would result in additional people and vehicles in the community (e.g., future improvements to the North Beach City facilities and the Powerhouse Community Center).

CIP projects that would be accessed by large groups of people (such as the Shores Park Improvements Project and future improvements to the North Beach City facilities and the Powerhouse Community Center) would occur at existing recreational/public areas. Therefore, a substantial permanent increase in ambient noise levels would not occur from additional people at a given location.

Additionally, given the City's largely developed nature, traffic volumes on local roadways is in the hundreds to thousands of vehicles a day. As previously stated, a perceptible increase in traffic noise levels (3 dBA) would require a doubling of traffic (100 percent increase) on a roadway. Because operation of the CIP projects would result in a nominal increase in traffic volumes, and therefore would not double traffic volumes on local roadways. As such, no perceptible increase in noise levels would occur.

Noise is also likely to occur from new stationary operation-related sources, such as heating, ventilation, and air conditioning (HVAC) units, generators, landscape maintenance equipment, and pumping equipment. Some stationary noise sources, such as mechanical HVAC units and pumping equipment,

would have the potential to generate high noise levels. However, specific information on the HVAC units and pumping equipment (e.g., locations, sizes, manufacturers, models) is not known.

Noise emitted from a single point source, such as an HVAC unit or pump station, tends to decrease by about 6 dBA for each doubling of distance. While the exact location and timing of future CIP projects are currently unknown, they would be subject to discretionary permits and required to adhere to applicable federal, state, and local requirements for minimizing operational noise, including DMMC § 9.20.040 (Sound Level Limits), DMMC § 9.20.090 (Public Nuisance Noise), and DMMC Chapter 23.08 (Design Review Ordinance). Compliance with the City's Noise Ordinance and Design Review Ordinance is typically achieved through the inclusion of acoustical enclosures around the HVAC units and pump stations.

In conclusion, operation of CIP projects would not result in generation of a substantial permanent increase in ambient noise levels in the vicinity of the project in excess of applicable noise standards, and operational noise impacts would be **less than significant**.

Mitigation Measures

Implementation of the following mitigation measure would minimize potentially significant impacts associated with construction noise:

NOI-1 **Temporary Noise Barriers.** For non-linear projects with the center of the site located within 260 feet of a noise-sensitive use, temporary noise barriers shall be required if use of heavy construction equipment will occur for more than five consecutive days at any given work location unless infeasible due to physical site constraints. Noise barriers shall be positioned to break the line-of-sight between the noise sources and the receptors and shall be made of materials with a Sound Transmission Class rating 30 or higher in accordance with ASTM International Test Method E90, or at least 2 pounds per square foot.

Implementation of Mitigation Measure NOI-1 would reduce noise levels associated with construction activities by approximately 5 dBA. Thus, non-linear project construction noise levels may exceed the City's 75 dBA L_{eq} threshold if situated within 260 feet of sensitive uses. Under such circumstances, impacts would be considered **significant and unavoidable**.

Level of Significance: Significant and unavoidable impact.

Excessive Vibration

Impact 3.6-2	**The project would potentially result in the generation of excessive groundborne vibration or groundborne noise levels. Impacts would be less than significant with mitigation measures incorporated.**

Construction Impacts

Project construction can generate varying degrees of groundborne vibration depending on the construction procedure and the construction equipment used. Operation of construction equipment

generates vibrations that spread through the ground and diminish in amplitude with distance from the source. The effect on buildings located in the vicinity of a construction site often varies depending on soil type, ground strata, and construction characteristics of the receiver building(s). The results from vibration can range from no perceptible effects at the lowest vibration levels, to low rumbling sounds and perceptible vibration at moderate levels, to slight damage at the highest levels. It is noted that groundborne vibrations from construction activities rarely reach levels that damage structures.

Although the City does not have an adopted significance threshold for construction and operational related vibration impacts, Caltrans' *Transportation and Construction Vibration Guidance Manual* identifies various vibration damage criteria for different building classes (Caltrans 2020). Evaluation of project-related vibration impacts used the Caltrans architectural damage criteria for continuous vibration at older residential buildings of 0.30 inch/sec PPV and at modern industrial/commercial buildings of 0.50 inch/sec PPV. The evaluation analyzes whether construction vibration levels at a receptor (i.e., a building) would exceed the Caltrans vibration damage criteria.

Project Nos. 1 Through 3

Project Nos. 1 through 3 are linear in nature and would generally occur within or along roadways, although the precise locations of future construction activities relative to receptors are currently unknown. Accordingly, to present the worst-case scenario, a distance of 10 feet was methodically chosen to evaluate potential vibration effects from construction activities, based on development standards in the DMMC Title 30, *Zoning*, which state that residential zones in the City have a street side setback requirement of 10 feet; this reflects the shortest setback requirement from roadways for residential zones.

The estimated construction vibration levels associated with Project Nos. 1 through 3 are presented in Table 3.6-6, Project No. 1 Through 3 Construction Vibration Levels.

TABLE 3.6-6 PROJECT NO. 1 THROUGH 3 CONSTRUCTION VIBRATION LEVELS

Equipment	Park Particle Velocity (inch/second) Approximate Peak Particle Velocity at 25 Feet	Park Particle Velocity (inch/second) Approximate Peak Particle Velocity at 5 Feet
Large bulldozer	0.089	0.2439
Loaded trucks	0.076	0.2082
Jackhammer	0.035	0.0959
Small bulldozer	0.003	0.0082

Notes: Calculated using the following formula:

$PPV_{equip} = PPV_{ref} \times (25/D)^{1.1}$

where: PPV_{equip} = the peak particle velocity in in/sec of the equipment adjusted for the distance

PPV_{ref} = the reference vibration level in in/sec from Table 7-4 of the FTA *Transit Noise and Vibration Impact Assessment Guidelines*

D = the distance from the equipment to the receiver

As shown in Table 3.6-6, construction vibration levels associated with Project Nos. 1 through 3 would be approximately 0.0082 to 0.2439 inch/sec PPV at 5 feet away. Because groundborne vibration associated would not exceed the 0.30 inch/sec PPV significance threshold for vibration at older residential dwellings or the 0.50 inch/sec PPV significance threshold for vibration at modern industrial/commercial buildings. Impacts would be **less than significant**.

Project No. 4

The closest structure to the project site of Project No. 4 is the Winston School building, which abuts the project site to the west/northwest. Although the project site abuts the existing structure, construction equipment would not operate directly at the property line due to size of the construction equipment and lack of clearance. However, construction activities may occur as close as 5 feet from the Winston School building.

The estimated construction vibration levels associated with Project No. 4 are presented in Table 3.6-7, Project No. 4 Construction Vibration Levels.

TABLE 3.6-7 PROJECT NO. 4 CONSTRUCTION VIBRATION LEVELS

Equipment	Park Particle Velocity (inch/second) Approximate Peak Particle Velocity at 25 Feet	Park Particle Velocity (inch/second) Approximate Peak Particle Velocity at 5 Feet
Large bulldozer	0.089	0.5227
Loaded trucks	0.076	0.4464
Jackhammer	0.035	0.2056
Small bulldozer	0.003	0.0176

Notes: Calculated using the following formula:

$PPV_{equip} = PPV_{ref} \times (25/D)^{1.1}$

where: PPV_{equip} = the peak particle velocity in in/sec of the equipment adjusted for the distance

PPV_{ref} = the reference vibration level in in/sec from Table 7-4 of the FTA *Transit Noise and Vibration Impact Assessment Guidelines*

D = the distance from the equipment to the receiver

As shown in Table 3.6-7, construction vibration levels associated with Project No. 4 would be approximately 0.0176 to 0.5227 inch/sec PPV at 5 feet away. Because the Winston School building is not a residential use, the Caltrans architectural damage criterion for continuous vibrations at modern industrial/commercial buildings of 0.50 inch/sec PPV was used. Groundborne vibration associated with construction of Project No. 4 would be capable of exceeding the 0.50 inch/sec PPV criterium for modern industrial/commercial buildings. Vibration velocities decrease as distance increases; and at a distance of 10 feet, vibration would be well below the 0.50 inch/sec PPV significance threshold (see Table 3.6-7). Impacts would be **less than significant**.

Conclusion

Linear CIP Projects

Similar to the noise impact analysis included in Impact 3.6-1, construction vibration calculated for Project Nos. 1 through 3 is representative of linear CIP projects (i.e., most of the utilities undergrounding, water, sewer, storm water, and streets CIP projects), given that they all have similar construction activities and equipment types. Construction for linear CIP projects would progress sequentially along the alignment, and noise sources would move away from any given receptor as each project segment is completed. Because groundborne vibration associated would not exceed the 0.30 inch/sec PPV significance threshold for vibration at older residential dwellings or the 0.50 inch/sec PPV significance threshold for vibration at modern industrial/commercial buildings, impacts would be **less than significant**.

Non-Linear CIP Projects

Similar to the noise impact analysis included in Impact 3.6-1, construction vibration calculated for Project No. 4 is representative of CIP projects with a fixed location (i.e., non-linear projects), which is similar in nature to most of the facilities and open space CIP projects and potentially some of the water, sewer, storm water, and streets CIP projects. As presented in Table 3.6-7, if non-linear CIP projects require use of large bulldozer or similar types of heavy construction equipment within 5 feet of a modern industrial/commercial building, groundborne vibration could exceed the 0.50 inch/sec PPV significance threshold. However, groundborne vibration at 5 feet would not exceed the 0.30 inch/sec PPV significance threshold for older residential dwellings. Therefore, if non-linear CIP project construction activities occur closer than 5 feet from a modern industrial/commercial building, and impacts could be **potentially significant**.

Operational Impacts

Operational activities would be limited to continued, ongoing routine maintenance similar to existing conditions, although some of the facilities and open space CIP projects could result in additional visitors to public facilities, such as the Powerhouse Community Center, parks, and other recreational areas. However, some water and sewer CIP projects could require pump stations. According to International Organization for Standardization (ISO) 10816-3, Vibration Severity Chart, typical industrial pump vibration levels are below the more stringent 0.30 inch/sec PPV significance threshold. Accordingly, operation of the CIP projects would not generate excessive groundborne vibration or groundborne noise levels, and impacts would be **less than significant**.

Mitigation Measures

NOI-2 **Structural Vibration Evaluation.** For non-linear CIP projects utilizing large bulldozers/excavators, loaded trucks, concrete breakers, vibratory rollers/compactors, and/or pile drivers within 5 feet of a building, a preconstruction survey of all buildings within 5 feet of the maximum construction limits shall be conducted to document (both photographically and in writing) existing conditions of exterior fixtures and finishes prior to demolition, grading, or building permit approval. Any damage shall be repaired/restored to its preexisting condition.

Level of Significance: Less than significant with mitigation measures incorporated.

Public Airport or Private Airstrip

Impact 3.6-3	**The project would not be located in the vicinity of a private airstrip or an airport land use plan or within two miles of a public airport or public use airport, and would not expose people residing or working in the project area to excessive noise levels. No impact would occur.**

No private airstrips or public use airports are located within the project site. The project site is also not in the vicinity of an airport land use plan. The closest public use airport is the McClellan-Palomar Airport, located approximately 12 miles north of the City. The closest non-public aircraft facility is Marine Corps

Air Station Miramar, located approximately 8 miles southeast of the City. As such, implementation of the proposed project would not expose people residing or working in the project area to excessive noise levels associated with airport land use compatibility, and **no impact** would occur.

Mitigation Measures: None required.

Level of Significance: No impact.

Cumulative Impacts

Impact 3.6-4	**Cumulative impacts associated with noise and vibration would be less than significant. Project impacts would not be cumulatively considerable.**

When determining whether overall noise and vibration impacts from cumulative projects would be cumulatively significant, and whether the proposed project's incremental contribution to any significant cumulative impacts would be cumulatively considerable, it is important to note that noise and vibration are localized occurrences; as such, they decrease rapidly in magnitude as the distance from the source to the receptor increases. Therefore, only those cumulative projects identified in Table 3-1 and Figure 3-1 in Chapter 3.0 of this PEIR that are in the direct vicinity of the project site would have the potential to be considered in a cumulative context with the proposed project's incremental contribution.

Operational noise associated with the cumulative projects is not expected to generate a substantial permanent increase in ambient noise levels at a given receptor, as operational activities would be limited to routine maintenance of infrastructure (e.g., bridges, water/sewer pipelines, storm water drainage, retaining walls, bluff stabilization, railway).

Construction of the cumulative projects could potentially result in temporary cumulative noise impacts if two or more cumulative projects are constructed at the same time and would be perceptible at a given noise-sensitive use. Certain construction activities required for the cumulative projects may involve use of heavy construction equipment. If construction activities from cumulative projects would result in noise levels exceeding the City's 75 dBA L_{eq} threshold at noise-sensitive uses, a significant cumulative impact would occur. However, adherence to DMMC Chapter 9.20, Noise Regulations, as well as implementation of standard City construction noise abatement measures and/or mitigation measures similar to the proposed project, would reduce construction noise at a given receptor. With these controls in place and given that construction activities would not be constant, but rather temporary and intermittent in nature at a one location, the combined effects of the proposed project and other cumulative projects are expected to result in **less than significant cumulative impacts** related to noise.

Some construction activities associated with the cumulative projects could include pile driving (e.g., for bluff stabilization and railway projects), which could cause high groundborne vibration levels at receptors in close proximity of a given receptor. Cumulative projects requiring heavy construction equipment (e.g., large bulldozer, pile drivers) would require implementation of standard City noise abatement measures and/or mitigation measures similar to the proposed project to minimize groundborne vibration impacts. With these controls in place and given that use of such heavy equipment would be temporary and

intermittent in nature at any given location, the combined effects of the proposed project and other cumulative projects are expected to result in **less than significant cumulative impacts** related to vibration.

Mitigation Measures: None required.

Level of Significance: Less than significant cumulative impacts; project impacts would not be cumulatively considerable.

3.7. Tribal Cultural Resources

Cultural resources include places, objects, and settlements that reflect group or individual religious, archaeological, architectural, or paleontological activities. By statute, "tribal cultural resources" are generally described as sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe and are further defined in PRC Section 21074(a)(1)(A)–(B).

This section discusses the environmental setting, existing conditions, regulatory context, and potential impacts of the proposed project in relation to tribal cultural resources. This section is based on consultation with Native American tribes in addition to relevant data and analysis from the following sources.

- *Programmatic Cultural and Paleontological Resources Assessment – City of Del Mar Capital Improvement Program Streamlining Project, Del Mar, California,* prepared by Michael Baker International (Appendix F).

The following table provides a summary of impacts and significance findings, based on the analysis provided in Section 3.7.4, Project Impacts and Mitigation Measures. No significant and unavoidable impacts were identified.

SUMMARY BY CIP PROJECT CATEGORY OF IMPACTS ASSOCIATED WITH TRIBAL CULTURAL RESOURCES

Impact	UP	Water	Wastewater	Storm Water	Streets	Facilities	Open Space
Impact 3.7-1: Substantial adverse change in significance of listed or eligible resource identified in PRC Section 5020.1(k) or significant resource pursuant to subdivision (c) of PRC Section 5024.1	LTS+M	LTS+M	LTS+M	LTS+M	LTS+M	LTS+M	LTS+M
Impact 3.7-2: Project's contribution to cumulative tribal cultural resources impacts	NCC	NCC	NCC	NCC	NCC	NCC	NCC

Notes: LTS = Less than Significant; LTS+M = Less than Significant with Mitigation; NCC = Not Cumulatively Considerable; NI = No Impact; SU = Significant and Unavoidable

3.7.1. Environmental Setting

All CIP activities will occur within the boundaries of the City of Del Mar, which encompasses approximately 1,133 acres in western San Diego County. Overall, the City is generally characterized by a mix of urbanized corridors, coastal bluffs, lagoon margins, and open space areas.

The City is situated on the California coast at the mouth of the San Dieguito River. Zones of moderate to high archaeological sensitivity are present near the San Dieguito River, lagoon, and coastal bluff edges. The coastal bluff and lagoon environment has attracted human occupation for thousands of years, offering rich marine, estuarine, and terrestrial resources (fish, shellfish, game, freshwater, and diverse

plant foods). As post-glacial sea levels rose, the San Dieguito Lagoon formed and became a particularly productive estuary, supporting continuous or repeated human use from the early Holocene onward (over 11,000 years ago). The abundance of resources in the area has resulted in a dense archaeological record.

Cultural Setting

The City lies within the traditional territory of the Kumeyaay Nation (also known as the Tipai-Ipai or Diegueño people); refer also to Section 3.3, Cultural Resources, for additional discussion. The Kumeyaay are a Yuman-speaking people who have lived in what is now San Diego and western Baja California for generations.

In coastal and lowland areas, the Kumeyaay followed a seasonal round strategy. During cooler months (roughly late fall through early spring), many groups moved toward the coast and river valleys, establishing camps near lagoons, streams, and other resource-rich areas. With the approach of summer and early fall, Kumeyaay bands would travel inland and upward in elevation. While some coastal villages may have been occupied year-round, it is likely that the Del Mar area was primarily used seasonally by bands whose main villages were located inland (i.e., along the San Dieguito River or at higher ground to the east), with tribal members visiting the lagoon and coast for subsistence during certain times of year.

Kumeyaay spiritual life and traditional knowledge were intimately tied to the landscape. Oral traditions recount the creation of specific landforms with rituals often centered on natural features. Distinctive rock formations, the junction of land and sea, or the lagoon itself may have cultural or sacred significance, as modern tribal representatives emphasize that the entire coastal area is part of their heritage landscape. Thus, tribal cultural resources, as defined by CEQA, may include not only archaeological sites but natural landscape features or gathering places known to Kumeyaay elders.

Kumeyaay descendants today are members of several federally recognized tribes in San Diego County (including bands such as San Pasqual, Jamul, Sycuan, Barona, Viejas, and Campo). Although Del Mar is not within the boundaries of any reservation, it is within the ancestral lands that these tribes consider culturally important. Through the AB 52 consultation process, tribes have conveyed that any ground disturbance could potentially affect buried tribal cultural resources, such as human remains or ceremonial items, given the long history of occupation. They also have indicated that areas near lagoons and wetlands are particularly sensitive, not only because of archaeological site potential but because such ecologies were central to traditional lifeways and may hold spiritual significance (Appendix F).

Cultural Resources Inventory Results

Records Search

The area of potential effect (APE) represents the area that would be affected by project development, and therefore could be subject to potential direct or indirect impacts on cultural resources if such resources are determined to be present. The boundaries of the APE analyzed include areas proposed for construction, vegetation removal, grading, trenching, stockpiling, staging, paving, and other such disturbance that may occur with the planned CIP improvements. The project site, which includes the majority of the City, is considered to be the APE for the proposed project.

On August 29, 2025, Michael Baker submitted a records search request for the APE to the South Coastal Information Center (SCIC), part of the California Historical Resources Information System (CHRIS) maintained by the Office of Historic Preservation, at San Diego State University. The CHRIS records search results were received on October 1, 2025, and identified 36 previously recorded cultural resources within the APE, including 9 precontact archaeological sites. Refer to Table 3.3-1, Previously Recorded Resources Sites within the City, in Section 3.3, Cultural Resources.

Sacred Lands File Results

The California Native American Heritage Commission (NAHC) identifies, catalogs, and protects Native American cultural resources on private and public lands in California. Cultural resources include graves, cemeteries, and places of special religious or social significance to Native Americans. The NAHC also records the historical territories of state recognized tribes into a database called the Sacred Lands File. A records search of the Sacred Lands File is conducted to ensure that the tribes potentially affected by a project are properly notified and consulted.

On September 10, 2025, Michael Baker requested that the NAHC search the Sacred Lands File for any tribal cultural resources that might be affected by the project. The NAHC responded in a letter dated September 17, 2025, stating that the search of the Sacred Lands File was negative, indicating that no specific sacred site or tribal cultural resource in Del Mar has been documented in the NAHC Sacred Lands File.

Field Survey

Due to the programmatic nature of the proposed project, as well as the extensive land area included in the project boundaries, a pedestrian field survey was not conducted. However, the results of field surveys conducted for other relevant cultural resources studies within the City were reviewed and considered in analyzing the project herein.

Tribal Consultation

On November 17, 2025, the City initiated the Native American tribal consultation process in accordance with AB 52. The 15 tribes that have requested to receive notification from the City pursuant to AB 52 were notified in writing on November 17, 2025, via U.S. Certified Mail. As part of this process, the City provided each of the tribes the opportunity to consult with the City regarding the proposed project. The tribes had 30 days to respond to the City's request for consultation pursuant to AB 52. No consultation request letters were received from any of the tribes, and as such, AB 52 tribal consultation for the proposed project has been concluded. It is also noted that the tribes will have the opportunity to comment on the Draft PEIR during a 45-day public review period.

3.7.2. Regulatory Framework

Federal

No federal regulations apply to the tribal cultural resources analysis for this PEIR.

State

Assembly Bill 52

California Assembly Bill (AB) 52 (2014) established a formal consultation process for California tribes in the CEQA process. The bill specifies that any project that may affect or cause a substantial adverse change to the significance of a tribal cultural resource would require a lead agency to "begin consultation with a California Native American tribe that is traditional and culturally affiliated with the geographic area of the proposed project." A tribal cultural resource is defined as a site, feature, place, cultural landscape, sacred place, or object with cultural value to a California Native American tribe that is:

- Listed or eligible for listing in the California Register of Historical Resources or a local register of historical resources;
- Determined by the lead agency to be significant pursuant to criteria set forth in PRC Section 5024.1;
- A geographically defined cultural landscape that meets one or more of these criteria; or
- A historical resource described in PRC Section 21084.1, a unique archaeological resource described in PRC Section 21083.2, or is a non-unique archaeological resource if it conforms with the above criteria.

AB 52 provides guidance for consultation between California Native American tribes and lead agencies to address potential impacts of development activities on known or unknown tribal cultural resources and to identify appropriate mitigation for such impacts. PRC Section 21074(a) defines tribal cultural resources, indicating that a project having the potential to cause a substantial adverse change to a tribal cultural resource is a project that may have an adverse environmental effect.

Under AB 52, tribes that wish to be notified of projects subject to CEQA are to send a letter to the lead agency making it known they wish to be notified. The City is then obligated to send notifications inviting consultation to the requesting tribe for all subsequent projects subject to CEQA.

California Native American Graves Protection and Repatriation Act

The California Native American Graves Protection and Repatriation Act (25 U. S. Code 3001 et seq.) was enacted in 2001. Pursuant to the act, federal and state institutions and museums that receive federal funding and having possession or responsibility for collections of human remains or cultural artifacts are required to return Native American cultural items to their respective peoples. In addition, the act establishes a program of federal grants to assist in the repatriation process and authorizes the Secretary of the Interior to assess civil penalties on museums that fail to comply.

California Health and Safety Code Sections 7050.5, 7051, and 7054

California Health and Safety Code Sections 7050.5, 7051, and 7054 collectively address the illegality of interference with human burial remains as well as the disposition of Native American burials in archaeological sites. The law protects such remains from disturbance, vandalism, or inadvertent

destruction and establishes procedures to be implemented if Native American skeletal remains are discovered during construction of a project, including the treatment of remains prior to, during, and after evaluation, and reburial procedures.

Local

City of Del Mar Community Plan

The City of Del Mar Community Plan (which serves as the City's General Plan) is the primary source of long-range planning and policy direction used to guide growth and preserve the quality of life in the City. The following goals and objectives are relevant in protecting tribal cultural resources:

Community Plan: Environmental Management

Goal 1: Establish without delay a comprehensive program to preserve and acquire permanent open space sufficient to meet the long-range needs of the community, preserve and enhance natural resources, and protect areas and people susceptible to seismic and flooding hazards.

Objective K: Require development in areas of archeological significance to be reviewed by the City of Del Mar to ensure that such uses do not result in permanent destruction of any archeological sites or cultural information.

3.7.3. Significance Thresholds

According to Appendix G of the CEQA Guidelines, the proposed project would have a significant impact related to tribal cultural resources if the project would:

1. Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

    a. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in PRC Section 5020.1(k), or

    b. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of PRC Section 5024.1. In applying the criteria set forth in subdivision (c) of PRC Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

3.7.4. Project Impacts and Mitigation Measures

Tribal Cultural Resources

Impact 3.7-1	**The project could cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe that is:** **a. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or** **b. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code § 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code § 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.** **Impacts would be less than significant with mitigation incorporated.**

Construction Impacts

Due to the programmatic nature of this PEIR, this analysis focuses on reasonably foreseeable impacts and establishes standards for individual CIP project review. As discussed in Section 3.3, Cultural Resources, the analysis of potential impacts to precontact archaeological resources utilizes a citywide archaeological sensitivity map that classifies areas as high, moderate, low, or very low sensitivity, based on proximity of known archaeological sites and surface water (ocean, lagoon, or perennial stream), slope grading, soils, and present-day disturbance/land use (Figure 3.3-3, Archaeological Sensitivity Zones, in Section 3.3). Most of the approved CIP projects for FY 2026-2027 (included in Table 2-2 at the end of Chapter 2.0) would occur within the low and moderate archaeological sensitivity zones. Additionally, as previously stated, the results of the Sacred Lands File search were negative, indicating that no specific sacred site or tribal cultural resource in Del Mar has been documented in the NAHC Sacred Lands File.

As discussed under Impact 3.3-2 in Section 3.3, Cultural Resources, construction of the CIP projects in the moderate and high archaeological sensitivity zones could involve ground-disturbing activities such as grading and trenching that could encounter undiscovered precontact archaeological resources, or tribal cultural resources. As such, tribal cultural resources impacts in the moderate and high archaeological sensitivity zones could be **potentially significant**.

Mitigation Measures: CUL-2 and CUL-3 (see Section 3.3, Cultural Resources)

Level of Significance: Less than significant with mitigation incorporated.

Cumulative Impacts

Impact 3.7-2	**The cumulative projects would not result in a significant cumulative impact to tribal cultural resources. Project impacts would not be cumulatively considerable.**

The anticipated impacts associated with the proposed project in conjunction with cumulative development in the City included in Table 3-1, Cumulative Projects, may result in incremental loss of tribal cultural resources. Each cumulative project would require separate discretionary permit approval and evaluation under CEQA, which would address potential tribal cultural resource impacts. However, most cumulative projects are in previously disturbed or urbanized areas, and those that could potentially significantly impact tribal cultural resources would be subject to regulatory requirements and mitigation measures, similar to the proposed project. With these controls in place, the combined effects of the proposed project and other cumulative projects are expected to result in **less than significant cumulative impacts** to tribal cultural resources.

Mitigation Measures: None required.

Level of Significance: Less than significant cumulative impacts; project impacts would not be cumulatively considerable.

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4.0 EFFECTS FOUND NOT TO BE SIGNIFICANT

California Public Resources Code Section 21003(f) states, "It is the policy of the state that…all persons and public agencies involved in the environmental review process be responsible for carrying out the process in the most efficient, expeditious manner in order to conserve the available financial, governmental, physical, and social resources with the objective that those resources may be better applied toward the mitigation of actual significant effects on the environment." This policy is reflected in California Environmental Quality Act (CEQA) Guidelines Section 15126.2(a), which states that "an EIR [environmental impact report] shall identify and focus on the significant impacts of the proposed project on the environment," and Section 15143, which states that "the EIR shall focus on the significant effects on the environment." As stated in Section 15128 of the CEQA Guidelines, "An EIR shall contain a statement briefly indicating the reasons that various possible significant effects of a project were determined not to be significant and were therefore not discussed in detail in the EIR."

In the course of this evaluation, certain impacts were found not to be significant (no impact) or to be less than significant because the characteristics of the proposed project would not result in such impacts. This section briefly describes such effects. However, other individual impacts found to be less than significant are evaluated in the various PEIR sections (Section 3.1 through Section 3.7) to more comprehensively discuss why impacts are less than significant in order to better inform decision-makers and the general public.

4.1. Aesthetics

a) Would the project have a substantial adverse effect on a scenic vista?

The City of Del Mar is urban in character and largely built out. The Pacific Ocean provides the City's most dominant scenic vista and largest natural visual resource, as it trends along the entire western border of the City. The City also considers the North Bluff area, the San Dieguito Lagoon, and the Los Peñasquitos Lagoon as scenic vistas. Other features or elements having high scenic value include public streets from which views to these resources are experienced (Camino del Mar, the downtown Village Commercial District, and from some public streets serving local residential neighborhoods) (City of Del Mar 2020).

Some temporary disturbance would be visible during the construction phase of the planned Capital Improvement Program (CIP) projects but would be limited to the area in proximity to the CIP improvements. Additionally, due to the scale of most of the CIP projects identified, it is anticipated that a limited number of construction-related vehicles and equipment would be present at a given time within the areas where improvements would occur. All construction equipment and vehicles will be removed once construction is completed. Such temporary disturbance is therefore not anticipated to substantially degrade the existing scenic character or quality of the affected sites or their surroundings, or have a permanent effect on a scenic vista.

The majority of the infrastructure improvements would be underground or at ground level (utility undergrounding, water, sewer, storm water, and street improvements), and once completed, would generally not be discernible within the visual landscape. Such elements would therefore not adversely

affect existing scenic vistas. Aboveground improvements, such as those to open space or facilities, or for access (pathways and boardwalks), would generally occur on developed lands supporting existing similar public facilities, and would therefore not substantially change or degrade the existing visual setting.

Project design and potential impacts improvements may have to public scenic views would be reviewed and analyzed under the City's Design Review Ordinance (DMMC Chapter 23.08). Additionally, the City lies within the Coastal Zone, as defined in the California Coastal Act, and therefore all development is subject to conformance with the City's certified Local Coastal Program (LCP), as applicable through a Coastal Development Permit (CDP). The LCP is composed of the certified Land Use Plan (LUP) and Implementing Ordinances. The City's scenic vistas are provided protections via the Implementing Ordinances identified in DMMC Title 30, Zoning Ordinance, which include the Bluff, Slope, and Canyon Overlay Zones; Floodplain Overlay Zone; Historic Preservation Overlay Zone; and the Lagoon Overlay Zone. The overlay zones provide specific development regulations for the protection of sandstone bluffs, steep slopes, canyons, wetlands, historic properties, and other such resources that contribute to the City's scenic vistas. As applicable, future development facilitated by the CIP would be required to adhere to state and local requirements for avoiding violation of standards during construction and operations, including the City's Tree Ordinance (DMMC Chapter 23.50), the Design Review Ordinance (DMMC Chapter 23.08), Zoning Code (DMMC Title 30), and LCP. With conformance to such requirements, as appropriate to the individual CIP improvement projects, the proposed project would not have a substantial adverse effect on a scenic vista.

Based on the discussion above, the project would not have a substantial adverse effect on a scenic vista. Impacts would be **less than significant**.

b) Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

There are no officially designated state scenic highways within the City of Del Mar. The closest officially designated state scenic highway to the City boundary is the segment of State Route 163 from the northern boundary of Balboa Park to the southern boundary of the park, approximately 15 miles south of the City. Interstate 5, just east of the City boundary, is identified as an eligible state scenic highway (Caltrans, n.d.).

The Community Plan identifies six roadways as scenic corridors: Camino del Mar, Turf Road, Crest Road, Carmel Valley Road, Coast Boulevard, and Del Mar Heights Road (City of Del Mar 1976). These roads are considered to offer important views of available natural resources and are afforded protections in order to maintain such views. Scenic views of the Pacific Ocean are offered from Camino del Mar, Coast Boulevard, and Del Mar Heights Road. Views of the San Dieguito River Valley, Crest Canyon, and the North Bluffs adjacent to North Beach are afforded from Crest Road. Carmel Valley Road offers views of Los Peñasquitos Lagoon (City of Del Mar 2020).

No rock outcroppings are located within the City of Del Mar. No such resources would be affected by implementation of the planned CIP improvements.

There are nine designated Historic Preservation landmarks identified under the City's Historic Preservation Ordinance; these landmarks are within the Historic Preservation Overlay Zone (DMMC

Chapter 30.58). Within this overlay zone, no building, improvement, structure, or portion thereof can be erected, constructed, demolished, relocated, converted, altered, or enlarged, nor can any lot or premises be excavated or graded unless approved by the City's Design Review Board. The Historic Preservation Overlay Zone protects the integrity of historically significant properties located within the City. Although no specific impacts to historical resources were identified with implementation of the proposed project, mitigation measures **CUL-1** to **CUL-3** are proposed to reduce potential impacts to unknown historical resources to less than significant if encountered during project implementation; refer to Section 3.3, Cultural Resources. Any future housing development facilitated by the CIP would require evaluation for potential impacts to historic resources.

Additionally, the majority of the planned CIP improvements would be underground and would not be visible to the public once construction is completed. Those projects that would result in above ground improvements would generally occur at existing facilities (i.e., parks and open space, public facilities) where existing development is already present. Planned maintenance, refurbishment, repair, upgrade, and/or replacement of existing public infrastructure and facilities with CIP implementation is not anticipated to substantially alter or damage any scenic resources on the affected project sites or in the vicinity.

As appropriate, CIP improvements undertaken with project implementation would be required to adhere to state and local requirements, including the City's Design Review Ordinance (DMMC Chapter 23.08), Tree Ordinance (DMMC Chapter 23.50), Zoning Code (DMMC Title 23), LCP, and other requirements for protection of private scenic views per the Trees, Scenic Views, and Sunlight Ordinance (DMMC Chapter 23.51). With such conformance, and the fact that there are no designated state scenic highways within the City, the proposed project would not substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, or historic buildings within a state scenic highway. Impacts would be **less than significant**.

c) *In non-urbanized areas, would the project substantially degrade the existing visual character or quality of public views of the site and its surroundings? In an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?*

Refer also to Response 4.1(b), above. The project site is located in an urbanized area as defined by CEQA Guidelines Section 15387.

As discussed under Responses 4.1(a) and 4.1(b) above, it is not anticipated that the proposed CIP improvements would adversely affect resources having scenic quality. The City's visual quality relies on "views of the ocean, lagoons, canyons, the community and its landscapes and urban forest character" (DMMC Chapter 23.51). A substantial degradation to such resources would occur where a project would alter the majority of an existing public view or result in strong visual contrast to a distinct landform within public view.

The project would not introduce new structures or elements that would disrupt or block existing views, including coastal and open space views, as the majority of proposed improvements would generally be located either below ground (utility undergrounding; water, sewer, storm water infrastructure) or at grade surface (streets, pathways) and generally in areas where public infrastructure and facilities are

already present. Existing scenic views of any such resources from surrounding public vantage points would remain once project construction is completed.

Future CIP projects would be reviewed to confirm compliance with applicable requirements to protect and enhance the City's visual character and public views, including the City's Community Plan, LCP, DMMC, Design Review Ordinance (DMMC § 23.08), and Tree Ordinance (DMMC § 23.50), as well as for land use compatibility. Conformance with City landscaping, setbacks, height, building articulation, and other design features would be required, as applicable, to ensure that the existing visual character and quality of public views is maintained.

Based on the above discussion, it is not anticipated that the project would conflict with applicable zoning and other regulations governing scenic quality. Impacts would be **less than significant**.

d) Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Some nighttime construction may be required to minimize potential service disruption to land uses within affected land areas (e.g., if water shut-offs are needed). Any such lighting would be restricted to the affected areas and would be limited to that required to ensure worker safety and visibility. Such activities would be subject to conformance with applicable City nighttime construction lighting requirements and approval by the City. Any such lighting would be shielded and directed downward to avoid the potential for light trespass or spillover onto adjacent properties. Temporary lighting fixtures used would be removed from the affected areas upon the completion of construction.

Upon completion of the proposed improvements, the majority of project-associated improvements would be below ground (water, sewer, storm water infrastructure) or at grade (streets) and therefore would not require illumination or incorporate elements with the potential for adverse lighting or glare effects. Potential new light sources may include lighting installed as part of other, aboveground CIP improvements, including at lifeguard towers, concessions, restrooms, sports courts, and other planned development. Any nighttime lighting would be limited to that required for operations and to ensure public safety and access. As applicable, project lighting would be in conformance with the California Green Building Standards Code (Part 11 of Title 24), the City's Community Plan, and the City's Design Review Ordinance (DMMC § 23.08), which generally require that outdoor lighting be shielded and directed downward away from surrounding properties and public rights-of-way.

Due to the nature of the proposed improvements, it is not anticipated that new sources of substantial glare would result with project implementation. As required on an individual project basis, based on the improvements undertaken, the City may require installation of glass with low reflectivity for new or renovated structures to minimize potential glare effects.

The proposed project would not create a new source of substantial light or glare that would adversely affect day or nighttime views in the area. Impacts would be **less than significant**.

e) Would the project result in a significant cumulative impact related to aesthetics?

The proposed project, in conjunction with other cumulative development as allowed by existing regulations, would occur within the City, which is largely built out under current conditions. Future infrastructure improvements facilitated with the proposed project could result in temporary impacts related to aesthetics, as construction activities could interfere with existing public views or scenic vistas, or result in nighttime lighting effects.

Potential aesthetic impacts of future improvements facilitated by the CIP would be site-specific and would require consideration on an individual basis, as appropriate to the improvements being undertaken and the existing setting, in accordance with the City's Community Plan and DMMC. Similarly, other cumulative development projects (unless otherwise exempted) would require separate discretionary approval and evaluation under CEQA, which would identify potential impacts relative to aesthetics and project-specific mitigation measures, as needed.

As impacts regarding aesthetics were determined to be less than significant, future CIP improvements facilitated by the proposed project are not anticipated to contribute to a significant cumulative environmental impact relative to preserving scenic vistas and other aesthetic resources, conflicts with applicable zoning, or potential light and glare effects. The project would not contribute to a cumulatively considerable impact related to aesthetics. Cumulative impacts would be **less than significant**.

4.2. Agriculture and Forestry Resources

a) Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

The City of Del Mar is largely built out and maintains an urbanized character. No areas designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) according to the California Department of Conservation (CDC) are located within the City boundaries. The closest designated Farmland (Farmland of Local Importance) is located approximately 1 mile east of the City (CDC, n.d.-a).

Project implementation would not convert designated Farmland to a non-agricultural use. **No impact** would occur.

b) Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?

No lands within the City of Del Mar are zoned for agricultural use (City of Del Mar 2022), and no lands are under a Williamson Act Contract (CDC, n.d.-b). Implementation of the CIP projects would not conflict with existing zoning for agricultural use, nor with any Williamson Act contracts. **No impact** would occur.

c) Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?

No lands within the City of Del Mar are zoned for forestland, timberland, or timberland production (City of Del Mar 2022). Project implementation would not conflict with existing zoning for, or cause the rezoning of, forestland, timberland, or timberland production. **No impact** would occur.

d) Would the project result in the loss of forest land or conversion of forest land to non-forest use?

Refer to Response 4.2(c). Project implementation would not result in the loss of forestland or conversion of forestland to non-forest use. **No impact** would occur.

e) Would the project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?

Refer to Responses 4.2(a) to 4.2(d), above. Project implementation would not result in other changes in the existing environment that may lead to the conversion of Farmland to non-agricultural use or conversion of forestland to non-forest use, as no such lands are located within the City boundaries. **No impact** would occur.

f) Would the project result in a significant cumulative impact related to agriculture and forestry resources?

Refer to Responses 4.2(a) to 4.2(e). The project would not contribute to a cumulative impact related to agriculture and forestry resources, as no such resources would be affected by project implementation. A cumulative impact would not occur (**no impact**).

4.3. Energy

a) Would the project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

Implementation of the CIP would allow for continued maintenance, refurbishment, repair, upgrade, and/or replacement of existing public infrastructure and facilities, as well as the construction and operation and maintenance of new capital projects. It is not anticipated that the majority of CIP projects would require ongoing maintenance during operation or directly generate new traffic, with the exception of routine maintenance or for emergency repairs. A nominal amount of energy use would be required for operation of some planned public facilities (i.e., restrooms, concessions, lighting, lifeguard towers, and other public facilities). However, a substantial increase in energy demands for such operations would not occur as compared to existing conditions.

During construction, the project would consume energy in two general forms: (1) fuel energy consumed by construction vehicles and equipment; and (2) bound energy in construction materials, such as asphalt, steel, concrete, pipes, and manufactured or processed materials such as lumber and glass.

Fossil fuels used for construction vehicles and other energy-consuming equipment would be used during grading, paving, construction, and architectural coatings. Fuel energy consumed during construction would be temporary and would not represent a significant demand on energy resources. In addition, some incidental energy conservation would occur during construction through compliance with state requirements that equipment not in use for more than five minutes be turned off. Project construction equipment would also be required to comply with the latest US Environmental Protection Agency and California Air Resources Board engine emissions standards. These emissions standards require highly efficient combustion systems that maximize fuel efficiency and reduce unnecessary fuel consumption. In addition, because the cost of fuel and transportation is a significant aspect of construction budgets, contractors have a strong financial incentive to avoid wasteful, inefficient, and unnecessary consumption of energy during construction.

Significant reductions in energy inputs for construction materials can be achieved by selecting green building materials (as appropriate to the proposed CIP projects) composed of recycled materials that require less energy to produce than non-recycled materials. The integration of green building materials can help reduce environmental impacts associated with the extraction, transport, processing, fabrication, installation, reuse, recycling, and disposal of these source materials.

The project-related incremental increase in the use of energy bound in construction materials such as asphalt, steel, concrete, pipes, and manufactured or processed materials (e.g., lumber and gas) would not substantially increase demand for energy compared to overall local and regional demand for construction materials. It is noted that construction fuel use is temporary and would cease upon completion of construction activities. Further, the planned CIP projects would be implemented over an extended period of time (2025-2035 and beyond), thereby reducing the intensity of associated energy demands. There are no unusual project characteristics that would necessitate the use of construction equipment that would be less energy efficient than at comparable construction sites in the region or state. Therefore, construction fuel consumption would not be any more inefficient, wasteful, or unnecessary than other similar development projects of this nature. A **less than significant impact** would occur in this regard.

b) Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

Refer to Response 4.3(a), above. Due to the nature of the planned utility undergrounding, water, sewer, storm water, and street improvements, minimal energy consumption during construction is anticipated. The project would be required to adhere to all applicable federal, state, and local requirements pertaining to energy efficiency during construction. Additionally, implementation of these CIP improvements would not result in a substantial increase in operational electricity, natural gas, or fuel consumption as compared to existing conditions. In this regard, the project is not anticipated to conflict with or obstruct any state plan for renewable energy or energy efficiency.

As appropriate, some planned CIP improvements (i.e., restrooms, concessions, lifeguard towers, fire station, public works facility) may be subject to compliance with the CALGreen Code (California Code of Regulations [CCR] Title 24, Part 11) and the California Energy Code (CCR Title 24, Part 6), which include provisions aimed at minimizing energy consumption. Future CIP improvements may also be subject to compliance with the policies included in the City's Community Plan and Climate Action Plan (CAP) pertaining to energy reduction.

Some planned CIP improvements may also enhance pedestrian connectivity or movement, thus reducing transportation energy demands. Such projects include the North Beach/Camino del Mar boardwalk improvements; expansion of public pathways connecting North Beach, Border Avenue, and North Bluff; extending the Riverpath Del Mar from the Grand Avenue bridge to the eastern City limit near Crest Canyon Trail; and Shores Property traffic calming. Such improvements would help reduce vehicle trips, automobile reliance, and transportation energy demands.

The planned CIP projects would be implemented consistent with applicable federal, state, and local laws, policies, and regulations related to renewable energy and energy efficiency. Impacts would be **less than significant**.

c) Would the project result in a significant cumulative impact related to energy conservation and climate change?

The geographic context for cumulative energy consumption impacts for electricity and natural gas is countywide and relative to San Diego Gas & Electric (SDG&E) service area. While the geographic context for transportation-related energy use is more difficult to define, it is meaningful to consider the project in the context of countywide consumption.

Future growth within San Diego County is anticipated to increase the demand for electricity, natural gas, and transportation energy, as well as the need for energy infrastructure. Implementation of the CIP would similarly contribute to increased energy demands, and would nominally increase off-road construction fuel consumption and on-road operations fuel consumption from limited, intermittent maintenance activities.

As appropriate to the individual CIP projects (i.e., community building, lifeguard towers, fire station, restrooms, etc.), future development facilitated by the CIP would be required to comply with the CALGreen Code (CCR Title 24, Part 11) and the California Energy Code (CCR Title 24, Part 6) in effect at the time of construction, which includes provisions related design aimed at minimizing energy consumption. It is anticipated that the project, as applicable to the CIP improvements, would meet Title 24 standards for energy efficiency and incorporate applicable energy efficiency measures (high efficiency lighting, energy-efficient appliances, etc.). Future CIP improvements would also be required to comply with the policies included in the City's Community Plan and Climate Action Plan aimed at reducing energy consumption. Compliance with Title 24 standards, which includes CALGreen, would ensure the project's consistency with building energy efficiency recommendations, which would further ensure project conformance with the state's energy reduction goals. Thus, the project and related cumulative projects would comply with energy conservation plans and efficiency standards in place to ensure that energy is used efficiently.

Potential impacts related to energy from future development of the cumulative projects considered would be site-specific and would require applications for development permits that would be evaluated on a case-by-case basis. Each cumulative project would undergo discretionary review and approval pursuant to CEQA requirements to address potential energy consumption impacts and identify necessary mitigation measures, as appropriate.

As described, future development facilitated by the CIP would not result in significant environmental impacts from the wasteful, inefficient, or unnecessary consumption of energy resources during construction or operation, nor would it conflict with or obstruct a state or local plan for renewable energy or energy efficiency. Implementation of the proposed project, considered in combination with other cumulative projects, would not result in a significant cumulative impact related to energy conservation and climate change. The project's contribution to a cumulative impact would be **less than significant**.

4.4. Hazards and Hazardous Materials

a) Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

The routine transport, use, and disposal of hazardous materials can result in potential hazards to the public. Such hazards are typically associated with certain types of land uses, such as chemical manufacturing facilities, industrial processes, waste disposal, and storage and distribution facilities. None of these uses would occur with the proposed project.

Construction and periodic maintenance of the planned CIP projects would have the potential to expose construction workers and the public to temporary hazards related to the transport, use, and maintenance of construction equipment and/or materials (i.e., oil, diesel fuel, transmission fluids, and solvents). These activities would be short term in nature and the materials used would not be in such quantities or stored in such a manner as to pose a significant safety hazard. Construction would be required to implement standard construction best management practices (BMPs) related to the transport, use, storage, and disposal of hazardous materials and substances in conformance with applicable federal, state, and local regulations and under the oversight of the San Diego County Department of Environmental Health and Quality (Hazardous Materials Division) and the Del Mar Fire Department. Accordingly, typical use of construction-related hazardous materials for the proposed improvements would not create a significant hazard to the public or the environment, and construction impacts would be less than significant.

Similarly, the use of limited amounts of hazardous materials is anticipated during project operation. Intermittent use of hazardous materials (oils, diesel fuels, lubricating oils, and similar substances associated with maintenance equipment) may be required for routine maintenance or emergency repair of the water, sewer, storm water, utility undergrounding, and street improvements. For other open space and facilities maintenance, project operations may include use occasional use of pesticides and herbicides for landscape maintenance and commercially available maintenance and cleaning products, along with maintenance equipment requiring diesel fuel, lubricating oils, or similar substances. Any on-site storage of hazardous substances in substantial quantities (e.g., quantities required to be reported to a regulatory agency) would occur in accordance with applicable regulations and would not pose a risk to public health or safety.

Because the use, handling, transport, and disposal of hazardous materials and substances would involve limited quantities typical of similar improvement projects, and as project compliance with federal, state, and local hazardous materials regulations would be mandatory, the potential to create a significant hazard to the public or environment is considered **less than significant**.

b) Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

Refer to Response 4.4(a), above. Project construction activities could result in the transport, use, and disposal of hazardous materials such as gasoline fuels, asphalt, lubricants, paint, and solvents. Although care would be taken to transport, use, and dispose of small quantities of these materials by licensed professionals, there is a possibility that upset or accidental conditions may arise, which could release hazardous materials into the environment. Accidental releases of hazardous materials are those releases that are unforeseen or that result from unforeseen circumstances, while reasonably foreseeable upset conditions are those release or exposure events that can be anticipated and planned for.

Project construction activities would occur in accordance with all applicable local standards adopted by the City of Del Mar, as well as state and federal health and safety requirements intended to minimize hazardous materials risk to the public, such as requirements of the California Occupational Safety Hazard Act, Resource Conservation and Recovery Act, Hazardous Waste Control Act, California Accidental Release Protection Program, and California Health and Safety Code.

As appropriate to the CIP improvements undertaken, storm water runoff from the affected sites, under both construction and post-construction development conditions, would be avoided through compliance with National Pollution Discharge Elimination System (NPDES) Permit regulations administered by the San Diego Regional Water Quality Control Board (RWQCB); refer also to Section 4.5, Hydrology and Water Quality. As applicable, construction of the CIP improvements may require implementation of a storm water pollution prevention plan (SWPPP) and compliance with Construction General Storm Water Permit requirements to ensure that storm water quality is maintained and free from hazardous substances. The construction contractor would be required to implement such regulations relative to the transport, handling, and disposal of any hazardous materials, including the use of standard construction controls and safety procedures that would avoid or minimize the potential for accidental release of such substances into the environment. Standard construction practices would be observed such that any materials released are appropriately contained and remediated as required by federal, state, and local laws.

Due to the nature of the planned CIP improvements, the project is not generally expected to involve the routine transport, use, or disposal of hazardous substances or materials in substantial quantities; however, such activities may be associated with daily operations, depending on the specific use or activity (i.e., open space and facility improvements). Once the project is operational, hazardous material use associated with landscaping and maintenance activities would generally be limited to the use of commercially available cleaning products, landscaping pesticides and fertilizers, and/or various other commercially available substances. The use of such substances is expected to occur in relatively small quantities and to be typical of that for maintenance and operation of the affected project-related uses

and associated maintenance. All such use would be subject to applicable federal, state, and local health and safety laws and regulations intended to minimize health risk to the public.

For the reasons above, the project is not anticipated to create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. Impacts would be **less than significant.**

c) Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

As the proposed improvements would be located throughout the City, there is the potential for the construction of certain CIP projects to occur within proximity to existing (or future proposed) schools. Any improvements undertaken would be required to adhere to mandatory requirements and local, state, and federal regulations related to the emissions or handling of hazardous materials, substances, or waste within proximity to schools to reduce potential public health and safety risks. With such compliance, the project would not conflict with a state or local plan aimed at preventing emissions or handling of hazardous materials near schools. Impacts would be **less than significant**.

d) Would the project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, create a significant hazard to the public or the environment?

Government Code Section 65962.5 requires the California Department of Toxic Substances Control (DTSC) and State Water Resources Control Board (SWRCB) to compile and update a regulatory sites listing. The California Department of Public Health is also required to compile and update, as appropriate, a list of all public drinking water wells that contain detectable levels of organic contaminants and that are subject to water analysis pursuant to Section 116395 of the Health and Safety Code. Section 65962.5 requires the local enforcement agency, as designated pursuant to Section 18051 of Title 14 of the CCR, to compile, as appropriate, a list of all solid waste disposal facilities from which there is a known migration of hazardous waste.

Research indicates that one hazardous materials site is located within the City boundaries (DTSC, n.d.; SWRCB 2025a). The site is identified as a Leaking Underground Storage Tank site (Case No. T10000019990), located at 941 Camino del Mar. No potential contaminants or media of concern are specified, and no site history is available, and no cleanup actions have occurred (SWRCB 2025b). The site is identified as an open case (site assessment) as of December 1, 2023. As no releases have been specified, and no cleanup actions have been required, it is not anticipated that this site represents a potential hazard relative to the proposed project. As future CIP projects are undertaken over time, it may be necessary to review the hazardous materials databases to confirm that no new hazardous sites have been listed within the City in proximity to an individual project site, or to verify whether any conditions with the one listed site have occurred, in order to ensure that public health and safety are maintained.

Based on the discussion above, the proposed project would not create a significant hazard to the public or the environment. Impacts would be **less than significant**.

e) Would the project result in a safety hazard or excessive noise for people residing or working in the project area for a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport?

The closest airport to the City is the Marine Corps Air Station Miramar, located approximately 7 miles south of the City boundary. The McClellan-Palomar Airport is located approximately 13 miles north in the City of Carlsbad. The City is not located within the airport influence areas of either airport and is not subject to noise, safety, or aircraft overflight impacts from airport operations. The proposed project would not result in a safety hazard or excessive noise for people residing or working in the area. **No impact** would occur.

f) Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Regionally, disaster response in San Diego County is coordinated by the County's Office of Emergency Services (OES), which is responsible for agency notification in the event of a disaster; coordinating the responding agencies; ensuring the adequacy, availability, and mobilization of resources; developing disaster response and recovery plans and procedures; and providing preparedness information to the public. The OES staffs the Operational Area Emergency Operations Center, which provides a regional coordinated emergency response. Additionally, the Unified Disaster Council, established through a joint powers agreement among all 18 incorporated cities and San Diego County, provides for coordination of plans and programs countywide to ensure protection of life and property.

The County of San Diego implements its countywide Multi-Jurisdictional Hazard Mitigation Plan (MHMP) to identify potential hazards and means to reduce damage that may result from both natural and man-made disasters. The MHMP serves as a comprehensive document to guide decision-making and compliance with state and federal requirements, ensure local hazard mitigation capabilities, and provide for inter-jurisdictional coordination.

The City participates in the County's MHMP, which includes identification of potential hazards for the City, as well as providing critical facility information and City-wide potential hazard/loss estimates to prioritize potential hazards. The MHMP also establishes priority actions, including preparation of a vulnerability assessment, preparation of a Sea Level Rise Adaptation Plan, and compliance with applicable Federal Emergency Management Act (FEMA) requirements. The MHMP and the Sea Level Rise Adaptation Plan have been incorporated into the City's Community Plan Safety Element by reference.

Additionally, the DMMC includes measures to address emergency planning and response. DMMC § 2.52, Emergency Services, provides that in emergencies (air pollution, fire, flood, storm, epidemic, riot, draught, sudden and severe energy shortage, plant or animal infestation or disease, earthquake) that may affect the safety of persons or property within the City, the City Manager/Director of Emergency Services is authorized to exercise certain powers when necessary to mitigate the emergency. DMMC § 2.52.070, Emergency Plan, also provides for preparation of an emergency plan and effective mobilization of all City resources to meet any condition constituting a federal, state, or local emergency or state of war.

Fire and emergency services to the City are primarily provided by the Del Mar Fire Department; however, the City contracts with the San Diego County Sheriff's Department for mutual aid and the City of Encinitas for emergency management services. In a large-scale emergency, the City would comply with emergency management and disaster response measures under the County of San Diego's Emergency Operations Plan, which coordinates the resources of various cities and unincorporated areas throughout the county in the event of an emergency.

Project construction occurring within public roadway rights-of-way may have the potential to temporarily affect vehicular circulation in the afflicted area. Lane closures and/or road detours could impair emergency vehicle response times and/or access, and/or interfere with emergency evacuations in the City. During project construction, the ability of the City's fire department and sheriff's department to maintain acceptable response times could be impacted due to temporary road segment and/or lane closures. Similarly, the construction phase could temporarily affect local evacuation routes. As discussed in Response 4.11(d), a traffic control plan would be prepared and implemented for roadways and intersections that would be affected by the construction of a CIP project. The traffic control plan would include maintaining access for emergency vehicles at all times and notifying police, fire, and emergency services about project details and timing of construction activities. With implementation of traffic control plans for CIP projects that occur in locations that could affect circulation, potential impacts on emergency response and emergency evacuation would be reduced to a less than significant level. Due to the nature of the proposed improvements, once operational, the planned CIP projects are not anticipated to conflict or interfere with emergency response or evacuation.

The project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. Impacts would be **less than significant**.

g) Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?

The majority of the City is designated as either a High Fire Hazard Severity Zone (FHSZ) or a Very High FHSZ, with some areas in the western portion having a Moderate level of wildfire risk or located outside of the FHSZ with minimal risk for wildfire occurrence (CalFire 2025a, 2025b). Therefore, lands within Del Mar are currently susceptible to the risk of wildfire events and resulting pollutant concentrations or uncontrolled spread of wildfire.

As many of the planned improvements would be unoccupied and underground (water, sewer, storm water infrastructure, utility undergrounding), once construction is completed, such components would not be exposed to potential hazards or loss caused by wildfire. Other planned improvements to public facilities may affect existing City parks and beach amenities, lifeguard towers, public works facilities, a community building, sports courts, and other such uses. As such, some facilities affected by the CIP improvements would be occupied by the public.

However, such conditions occur under present conditions, and therefore occupants of such public spaces are already currently exposed to the risk of wildfire. The planned CIP improvements would not exacerbate existing wildfire risks, nor increase the potential exposure of any public occupants to new health or safety risks. All planned improvements would be designed and constructed in accordance with applicable

standards and regulations intended to reduce potential risks from wildfire and ensure public safety. Impacts in this regard would be **less than significant**.

h) Would the project result in a significant cumulative impact related to hazards and hazardous materials?

Impacts associated with hazardous materials are generally site-specific. The proposed project, and other cumulative projects considered, would be required to comply with all applicable federal, state, and local regulations pertaining to the transport, handling, and disposal of hazardous materials and substances to reduce potential impacts.

As stated, construction of the planned CIP projects may have the potential to temporarily restrict access for emergency vehicles that would respond to incidents in the area. The Fire Department would review proposed development plans prior to project approval to ensure that adequate emergency access and circulation are maintained; further, implementation of a traffic control plan would be required as appropriate for individual CIP projects, as part of standard City traffic control measures. Other cumulative projects would similarly be required to coordinate with the Fire Department to ensure that they do not impede the implementation of an emergency plan or prevent emergency access in the affected area.

The City is identified as being within a Very High FHSZ and High FHSZ (CalFire 2025a). As appropriate to the improvements being undertaken, the CIP projects would be designed to reduce the risk of hazards from a wildfire event through ongoing maintenance and/or other design measures, to ensure that exposure of people or structures to a significant risk of loss, injury, or death from wildfires, or the risk or spread of wildfire, is reduced to the extent feasible; refer also to Section 4.13, Wildfire. The proposed project would be designed in compliance with guidelines from the City fire department related to fire prevention and subject to approval by the City's Public Works Department. While areas within the City are designated as Very High FHSZs, cumulative projects in such areas would similarly be required to implement mitigation (or design) measures to reduce the risk of wildfire occurrence and spread, such as buffering of on-site uses and establishment of fuel modification zones (as appropriate to the location and surrounding uses), and would be subject to fire department and City review relative to conformance with applicable regulations.

As with the proposed project, the cumulative projects listed in Table 3-1 would be required to avoid and/or mitigate impacts relative to hazards and hazardous materials. The proposed project would involve the storage, use, disposal, and transport of limited amounts of hazardous materials to varying degrees during construction and operation/occupancy. Impacts from these activities are anticipated to be less than significant, and similar development projects would also be required to comply with applicable federal, state, and local regulations and policies to avoid or minimize any such potential hazards.

The potential for any future development of other cumulative projects to be located on a known (listed) hazardous materials site, or to result in hazardous emissions or require the handling of hazardous materials or waste in proximity to local schools, would be evaluated on a project-specific basis. Any such impacts determined to be significant would be reduced to the extent feasible via incorporation of appropriate design or mitigation measures.

For the reasons above, the proposed project, in combination with other reasonably foreseeable development projects in the surrounding area, would not result in a significant impact relative to hazards and hazardous materials. Cumulative impacts would be **less than significant**.

4.5. Hydrology and Water Quality

a) Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?

As part of Section 402 of the Clean Water Act, the US Environmental Protection Agency has established regulations under the NPDES program to control direct storm water discharges. In California, the SWRCB administers the NPDES program and is responsible for developing NPDES permitting requirements. The NPDES program regulates industrial pollutant discharges, which include construction activities. The SWRCB works in coordination with the Regional Water Quality Control Boards (RWQCB) to preserve, protect, enhance, and restore water quality. The CIP sites are located within the jurisdiction of San Diego RWQCB.

The NPDES Municipal Separate Storm Sewer System (MS4) Permit implements a regional strategy for water quality and mandates a watershed-based approach that encompasses multiple jurisdictions. The MS4 Permit regulates the City's ability to discharge storm water, specifically, into the ocean and lagoons. Conformance with the MS4 Permit entails considerations such as receiving water limitations (e.g., Basin Plan criteria), waste load allocations, and numeric water quality effluent limitations. The City is a co-permittee of the regional MS4 Permit and has implemented regulations to ensure conformance with MS4 Permit requirements.

Some of the CIP projects may require dewatering of the project site during construction, particularly for CIP projects with underground infrastructure (e.g., utility undergrounding, water, wastewater, and storm water CIP projects) in floodways and floodplains (see Figure 3.2-2, Del Mar Sensitive Area Overlay Zones, for the location of the City's Floodplain Overlay Zone). Water collected during dewatering activities would be treated on- or off-site to remove sediment and contamination prior to being discharged into the storm water or sewer system.

Additionally, the proposed CIP projects may result in temporary water quality impacts during short-term construction activities. Excavation and/or grading for project construction would result in exposed soils that may be subject to wind and water erosion. Potential pollutants associated with these activities could damage downstream waterbodies such as the San Dieguito Lagoon, Los Peñasquitos Lagoon, or the Pacific Ocean. The majority of the City is located in the San Dieguito Watershed; the southernmost portion of the City lies within the Peñasquitos watershed (City of Del Mar, n.d.-a).

Dischargers whose projects disturb one or more acres of soil are required to obtain coverage under the SWRCB's NPDES General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities Order WQ 2022-0057-DWQ (Construction General Permit). The Construction General Permit requires the project applicant (i.e., the City) to prepare and implement a SWPPP to identify and implement specific BMPs to be used during project construction. Implementation of the BMPs would ensure runoff and discharges during the project construction do not violate any water quality standards.

Upon completion, the project applicant is required to submit a Notice of Termination to the SWRCB to indicate that construction has been completed. Compliance with the Construction General Permit and project-specific SWPPP, as appropriate, would reduce potential short-term construction-related impacts to water quality to less than significant levels.

Following construction, exposed areas disturbed by the proposed improvements would be resurfaced similar to existing conditions, as applicable. All improvement projects would be subject to conformance with state and regional water quality requirements to ensure that ongoing operations would not result in the violation of water quality standards or waste discharge requirements and would not otherwise substantially degrade surface or groundwater quality. Impacts would be **less than significant**.

b) Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

The sites affected by the City's CIP are generally developed and are not used for groundwater extraction or groundwater recharge purposes. As stated in Response 4.5(b), some of the CIP projects may require dewatering of the project site during construction, particularly for CIP projects with underground infrastructure (e.g., utility undergrounding, water, wastewater, and storm water CIP projects) in floodways and floodplains. However, dewatering activities would short-term and would not result in a substantial decrease in groundwater supplies.

Future improvements implemented as part of the CIP (i.e., roadway widening) would have the potential to increase impervious surfaces and reduce ground infiltration and recharge, in particular on lands not currently developed (i.e., parks). As appropriate to the CIP projects, planned improvements may be required to incorporate features that would reduce impervious area to allow for infiltration, or employ treatment control or hydromodification measures for storm water retention and infiltration, in compliance with applicable local and state water quality standards.

Future CIP improvements requiring potable water service (i.e., restrooms, concessions, other public facilities) would be served by the City's Public Works Department. As such, future development occurring with the CIP would not substantially deplete groundwater supplies or substantially interfere with groundwater recharge.

As applicable, design and construction of the planned CIP improvements would be required to conform to federal, state, and local requirements to avoid or reduce potential construction and operational impacts on groundwater supplies. Adherence to the City's Storm Water Management and Discharge Control Ordinance (DMMC Chapter 11.30) may also apply, depending on the individual improvements proposed. With project conformance to such requirements, the proposed project is not anticipated to substantially decrease groundwater supplies or interfere substantially with groundwater recharge. Impacts would be **less than significant**.

c) *(i) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would result in substantial erosion or siltation on- or off-site?*

The proposed CIP improvements would not alter the course of a stream or river. Storm water runoff from future CIP sites would be collected within the City's existing storm water conveyance system. The majority of planned CIP projects (utility undergrounding and water, sewer, and storm water infrastructure improvements) would generally be constructed underground and would not substantially alter existing drainage patterns. Other future CIP improvements (streets, open space, facilities) would not result in substantial changes to the City's overall drainage patterns. As applicable, the planned CIP improvements would be required to comply with applicable federal, state, and local regulations pertaining to discharge, grading, erosion, and sediment control and for avoiding construction and operational impacts that could substantially alter the existing drainage pattern. As some improvements would occur on undeveloped land, an increase in impervious surfaces could potentially increase storm water runoff to the City's drainage systems. However, a project-specific Storm Water Management Plan would be prepared to identify permanent BMPs to prevent erosion, minimize siltation, and protect water quality for such CIP projects.

As appropriate to the individual CIP improvements, DMMC Chapter 11, Article 30, Section 130, *City Stormwater Standards Manual,* would require preparation of a SWPPP. Adherence to the BMPs in the SWPPP would minimize soil erosion and siltation from project-related construction activities. Additionally, a Storm Water Management Plan would be prepared to identify permanent BMPs to prevent erosion, minimize siltation, and protect water quality.

With project conformance to such requirements, the proposed project would not substantially alter the existing drainage pattern of the site or area in a manner that would result in substantial erosion or siltation on- or off-site. Impacts would be **less than significant**.

c) *(ii) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would substantially increase the rate or amount of surface runoff that would result in flooding on- or off-site?*

Refer to Response 4.5(c)(i). The planned CIP projects are not anticipated to substantially alter the existing drainage pattern of the affected sites. Some increase in the area of impervious surfaces would occur with construction, in particular with the street improvements (i.e., widening of pavement) and where new structures or pathways are proposed. Any such conditions would be evaluated on a site-specific basis, as needed, to ensure that flooding or overflow of any downstream water bodies due to any potential increased volume of discharge does not occur with project operations.

Additionally, the CIP projects include storm drain enhancements, replacements, and upgrades to ensure that resulting storm water flows can be adequately accommodated and the potential for flooding is minimized or avoided. Further, the planned CIP projects would be designed in conformance with applicable federal, state, and local regulations and engineering standards to ensure that flooding is not induced on-or off-site. A project-specific Storm Water Management Plan would be prepared to identify

permanent BMPs to prevent erosion, minimize siltation, and protect water quality for CIP projects that would occur on undeveloped land and/or could result in an increase in impervious surfaces, which could potentially increase storm water runoff to the City's drainage systems.

The proposed project would not substantially alter the existing drainage pattern of the site or area in a manner that would substantially increase the rate or amount of surface runoff that would result in flooding on- or off-site. Impacts would be **less than significant**.

c) *(iii) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or through addition of impervious surfaces, in a manner which would create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?*

Refer to Response 4.5(a) and 4.5(c)(i), above. Impacts would be **less than significant**.

c) *(iv) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or through addition of impervious surfaces, in a manner which would impede or redirect flood flows?*

Refer to Responses 4.5(a) and 4.5(c)(ii), above. Impacts would be **less than significant**.

d) *In flood hazard, tsunami, or seiche zones, would the project risk release of pollutants due to project inundation?*

Refer to Responses 4.5(a), 4.5(c)(i), and 4.5(c)(ii) with regard to the potential release of pollutants from the proposed project.

Tsunamis are a type of earthquake-induced flooding that is produced by large-scale sudden disturbances of the sea floor. Tsunamis interact with the shallow sea floor topography upon approaching a landmass, resulting in an increase in wave height and a destructive wave surge into low-lying coastal areas. Areas north of Jimmy Durante Boulevard and San Dieguito Drive, as well as along the coastline, are located within a tsunami hazard zone (CGS, n.d.).

FEMA designates flood zones that define the local floodway and floodplain areas within the City of Del Mar. The FEMA zones have corresponding limits on development that identify the level of flood vulnerability. Areas designated as Special Flood Hazard Areas (i.e., AE Zone for river flooding and VE Zone for ocean flooding) represent lands vulnerable to flooding by the 1 percent annual chance flood, which the City maps and regulates as the Floodplain Overlay Zone.

Floodplain areas identified by the Federal Insurance Rate Maps (FIRM) are subject to regulations identified in the City's Floodway Zone (DMMC Chapter 30.29) and Floodplain Overlay Zone (DMMC Chapter 30.56), which are incorporated into City's LCP. Chapter 30.56 of the DMMC is intended to ensure that new development is appropriately sited and constructed so as to avoid potential damage and related hazards from flooding. The City's current FIRM map also accounts for potential flooding based on total water

levels, dune erosion, wave setup, wave run-up, seawall overtopping, overland wave propagation, and coastal structures, but does not account for projected sea level rise (City of Del Mar 2020).

The FIRM map and Floodplain Overlay Zone also apply to properties within the 500-year floodplain designated as having a low associated flood risk, representing a 0.2 percent annual chance of flood hazard, or 1 percent annual chance of flood with average depth less than one foot. These lower risk flood areas (e.g., Zone X) are subject to the requirements of the Floodplain Overlay Zone; however, no special floodplain design standards are required to meet FEMA standards.

The majority of planned improvements (water, wastewater, storm water, utility undergrounding) would be underground and not vulnerable to potential hazards from inundation aboveground, given that infrastructure would be encased in waterproof materials to ensure that any moisture (including from soil saturation associated with flooding and/or sea level rise) would not result in release of pollutants into surface water or groundwater. Additionally, the waterproofing of underground and above ground infrastructure would ensure that moisture (e.g., rain, floodwater, ocean water) would not affect the operation of the CIP improvements such as electrical transformers, fuse cabinets, and pedestals. As appropriate to the individual CIP projects, future development would be required to comply with regulations identified in the DMMC and LCP to minimize potential effects from flooding, including the release of pollutants due to project inundation. Impacts would be **less than significant**.

As stated in Response 4.5(a), some of the CIP projects may require dewatering of the project site during construction, particularly for CIP projects with underground infrastructure in floodways and floodplains, including Representative Project No. 1, Utilities Undergrounding (Beach Colony). Additionally, the proposed undergrounded infrastructure associated with Project No. 1 could be subject to future floodwaters from storm events and/or ocean water from sea level rise. However, infrastructure would be encased in waterproof materials so as not to result in release of pollutants into surface water or groundwater. Additionally, water collected during dewatering activities would be treated on- or off-site to remove sediment and contamination prior to being discharged into the storm water or sewer system. Project No. 1 would also be required to comply with regulations identified in the DMMC and LCP to minimize potential effects from flooding. Therefore, implementation of Project No. 1 and other underground CIP projects in floodways and floodplains would not result in the release of pollutants to surface or groundwater due to project site inundation. Impacts would be **less than significant**.

A seiche is a surface wave created when a body of water is shaken, usually by earthquake activity. Seiches are of concern to water storage facilities because inundation from a seiche can occur if the wave overflows a containment wall, such as the wall of a reservoir, water storage tank, dam, or other artificial body of water. The potential for seiche is considered low. The nearest enclosed or semi-enclosed body of water is Lake Hodges, which lies approximately 10 miles to the northeast. Therefore, a seiche would not result in the release of pollutants from the project site, as the site (City) would likely not be inundated as the result of a seiche. **No impact** would occur in this regard.

Future CIP improvements would be required to adhere to applicable federal, state, and local requirements for avoiding and minimizing impacts related to flood hazards, tsunami, and seiches, including applicable

DMMC standards and LCP policies. With project conformance to such regulations, impacts would be **less than significant**.

e) Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

The Water Quality Control Plan for the San Diego Basin (Basin Plan) establishes water quality standards for ground and surface waters within the San Diego Region, which includes the City of Del Mar, and is the basis for the San Diego RWQCB's regulatory programs. The nearest impaired water bodies to the City under the jurisdiction of the Basin Plan are the San Dieguito Lagoon, which traverses the project site; the Los Peñasquitos Lagoon, which is directly south of the City's boundary; and the Del Mar shoreline. Pollutant stressors for the San Dieguito Lagoon include indicator bacteria, dissolved oxygen, phosphorus, turbidity, eutrophic conditions, sedimentation/siltation, and toxicity.

Conformance with the NPDES MS4 Permit includes considerations pertaining to receiving water limitations (e.g., Basin Plan criteria), waste load allocations, and numeric water quality effluent limitations. The City is a co-permittee of the regional MS4 Permit and implements regulations to ensure conformance with the MS4 requirements.

As discussed in Response 4.5(a), implementation of the proposed CIP improvements may result in water quality impacts during short-term construction activities. However, compliance with the Construction General Permit and project-specific SWPPP would reduce potential short-term construction-related impacts to water quality to less than significant levels. The SWPPP would specify BMPs to be used during project construction. Implementation of the BMPs would ensure that runoff and discharges during project construction would not violate any water quality standards. As appropriate, the improvements would provide means of filtration and treatment of runoff before discharging into the San Dieguito Lagoon pursuant to state and regional water quality requirements. Therefore, the proposed project would not conflict with or obstruct implementation of the Basin Plan.

Further, the City's Best Management Practices Design Manual identifies on-site post-construction storm water requirements and provides guidance for storm water BMP design and selection to meet performance standards of the MS4 Permit. The City's Storm Water Management and Discharge Control Ordinance (DMMC § 11.30) is also implemented to protect water resources and enhance water quality by requiring management practices that minimize potential effects of polluted runoff discharges.

The 2014 Sustainable Groundwater Management Act requires local public agencies and groundwater sustainability agencies in high- and medium-priority basins to develop and implement groundwater sustainability plans or prepare an alternative to a groundwater sustainability plan. The City is not located within a high- or medium-priority groundwater basin; therefore, no sustainable groundwater management plan applies to the City of Del Mar (DWR, n.d.). Further, as indicated in Response 4.5(b), the proposed project would not substantially deplete groundwater supplies or interfere with groundwater recharge. Impacts would be **less than significant**.

f) Would the project result in a significant cumulative impact related to hydrology and water quality?

Anticipated effects from implementation of the CIP projects, in conjunction with other cumulative development projects in the City, would generally include increased development within previously developed areas. As a result, changes in impermeable surfaces may occur, along with an increased potential for runoff, erosion, siltation, flooding, and/or other effects typically associated with development, and could result in impacts related to hydrology and water quality.

Potential impacts concerning hydrology and water quality would be site-specific and would require evaluation on a case-by-case basis at the project level when future development is proposed, including in accordance with the planned CIP projects, as appropriate. Other cumulative development projects would require separate discretionary permit approval and evaluation under CEQA, which would address potential hydrology and water quality impacts and identify necessary mitigation measures, where appropriate.

Consequently, development facilitated by the CIP and other cumulative development would not result in significant cumulative impacts concerning the violation of water quality standards or waste discharge requirements; decreased groundwater supplies or interference with groundwater recharge; alteration of existing drainage patterns; or conflict with water quality or groundwater plans. Therefore, the proposed project would not contribute to a significant cumulative impact relative to hydrology and water resources. Cumulative impacts would be **less than significant**.

4.6. Land Use and Planning

a) Would the project physically divide an established community?

The majority of the planned CIP projects generally include the undergrounding of utilities, improvement and widening of roadways, and storm water and sewer infrastructure improvements. Construction of such improvements would occur within public rights-of-way or public easements. Due to the nature of such improvements (i.e., below ground surface), it is not anticipated that such projects would create a physical division within the community. Temporary lane and/or road closures would occur during project construction, restricting or reducing public access; however, given the linear nature of such improvements, active construction areas would continuously proceed, with temporary, limited disturbance within a given area. Thus, such conditions would be short term and would not result in a permanent barrier or otherwise physically divide the affected neighborhoods.

Construction related to improvements to parks and other public facilities would occur on public lands, generally where existing public facilities already exist. Although use of, or access to, these facilities may temporarily occur during construction, no permanent physical division would result.

Further, the proposed CIP improvements would be consistent with existing uses and would not result in new land uses or operational characteristics that would conflict with or disrupt surrounding uses or established development patterns. No new roadways would be constructed that could represent a physical barrier, and the elimination of existing roads is not proposed. The planned roadway widening improvements would contribute to enhanced local circulation. The proposed project would also enhance

pedestrian access and connectivity in the City through the construction of new pathways, trails, and boardwalk elements.

Project implementation would not physically divide an established community. Impacts would be **less than significant**.

b) Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

The majority of CIP projects would occur within public roadway rights-of-way, which are not assigned a Community Plan land use or zoning designation. Other affected public lands where CIP improvements are planned (i.e., parks, open space, and other public facilities) are currently designated and zoned for such uses under existing conditions (i.e., PP = Public Parkland Zone; PF = Public Facilities Zone). The project does not propose to change the existing land use of any affected properties, nor would the project revise any existing land use or zoning designations. No conflict would occur in this regard.

The City of Del Mar City lies within the coastal zone boundary. As applicable, the planned CIP improvements would be subject to goals, policies, and regulations provided in the City's certified LCP, which provide for the protection of environmentally sensitive resources, public scenic views, and coastal access. The City has the authority to issue Coastal Development Permits (CDP); under certain circumstances, City-issued CDP approvals for new development are appealable to the California Coastal Commission. As appropriate, the CIP projects would be required to conform to the LCP regulations, and no conflict is anticipated.

DMMC Chapter 30.52, Bluff, Slope, and Canyon Overlay Zone, is aimed at protecting public health, safety, and general welfare; regulating new development to protect the City's bluffs, steep slopes, and canyons; and protecting downstream resources from potential effects of erosion and sedimentation. Such landforms are considered valuable City resources that contribute to the visual character and enhance the overall quality of the City's coastal environment. Planned CIP improvements occurring within the Bluff, Slope, and Canyon Overlay Zone may require City approval of a Design Review Permit, depending on the nature of the project; no conflict is anticipated.

DMMC Chapter 23.50, Trees, provides protection for certain trees species within the City. The code refers to the preservation of natural vegetation, including tree species, and specifies that Monterey cypress (*Cupressus macrocarpa*) and Torrey pine (*Pinus torreyana*) meeting a certain size, and all tree species located within the Central Commercial Zone and the Open Space Overlay Zone, are of significance to the City. All tree species on public property or in the public right-of-way are protected, regardless of size. Approval of a Tree Removal Permit is required to cut, remove, destroy, or move a protected tree. The policy is aimed at protecting public health, safety, and welfare, as well as general community aesthetics and ecology. Additionally, the City's Public Tree Policy Manual provides standards and specifications for public tree maintenance, removal, and replacement, and tree protection during construction. As applicable, any tree removal occurring with the planned CIP improvements would be required to conform with such regulations; no conflict is anticipated.

Additionally, projects implemented with the CIP would be subject to the City's nighttime lighting policies, as appropriate. Chapter 23.08 of the DMMC and the Citywide Design Guidelines provide measures to ensure that new outdoor lighting (associated with structures and signs) would not result in adverse nighttime lighting effects. Limited nighttime lighting may be installed with several CIP projects; such lighting would conform with DMMC design requirements.

The proposed project would not cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. Impacts would be **less than significant**.

c) Would the project result in a significant cumulative impact related to land use and planning?

Refer to Responses 4.6(a) to 4.6(b), above. Project implementation would not result in improvements that would create physical division within the Del Mar community or conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. As such, the project would not contribute to a cumulative impact relative to land use and planning when considered with other development projects. Cumulative impacts would be **less than significant**.

4.7. Mineral Resources

a) Would the project result in the loss of availability of a known mineral resource that would be a value to the region and the residents of the state?

The City's Community Plan does not address mineral resources; however, the majority of the City is classified as Mineral Resource Zone 3 (MRZ-3), indicating that the value of mineral resource deposits has not been evaluated. Portions of the City from Villa De Valle north to Racetrack View Drive, which includes the Del Mar Fairgrounds, are classified as MRZ-1, meaning that no mineral deposits are present (CGS 2017).

The potential areas of capital improvement projects within MRZ-3 regions to contain valuable mineral deposits are presently unknown. As much of the City is built out, and the project would generally affect existing infrastructure or facilities on developed lands, areas classified as MRZ-3 are presently not available for (or intended for) mineral resource recovery.

For these reasons, the project would not result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state. Impacts would be **less than significant**.

b) Would the project result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

Refer to Response 4.7a). The City's Community Plan does not address mineral resources; City lands are identified as MRZ-3 and MRZ-1, with no known valuable mineral deposits. Therefore, the project would not result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan. Impacts would be **less than significant**.

c) Would the project result in a significant cumulative impact related to mineral resources?

Refer to Responses 4.7(a) and 4.7(b). There are no important mineral resources within the project site. The project would not contribute to a cumulative impact on mineral resources. Cumulative impacts would be **less than significant**.

4.8. Population and Housing

a) Would the project induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

The CIP would result in improvements to the City's public infrastructure and facilities. The project would not include residential or commercial components and would not directly induce area population growth in this manner. Rather, the proposed project would allow for continued maintenance, refurbishment, repair, upgrade, and/or replacement of existing public infrastructure and facilities to ensure continued public health, safety, and welfare for the City's residents and visitors, and allow for the construction and operation and maintenance of new capital projects. Although some upgrades may occur to water or sewer lines to accommodate anticipated future demands, the City is largely built out and areas affected by any such upgrades already receive public utility services under existing conditions. The planned CIP improvements would not indirectly induce population growth as a result. Proposed roadway infrastructure improvements would address maintenance needs for the City's existing streets; maintenance, repairs, and rehabilitation would occur on existing street infrastructure, as the CIP does not identify construction of new or extension of existing roadways into areas not already served. Impacts would be **less than significant**.

b) Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

The project would not require the removal or replacement of any existing housing or residents, as the areas affected by the planned CIP improvements are public lands which do not support residential uses. **No impact** would occur.

c) Would the project result in a significant cumulative impact related to population and housing?

See Responses 4.8(a) and 4.8(b), above. The proposed CIP projects are aimed at enhancement or new construction of the City's open space resources. As an infrastructure improvement project, implementation of the planned improvements would not contribute to substantially increased population growth. Cumulative impacts would be **less than significant**.

4.9. Public Services

a) Would the project result in the need for new or physically altered governmental facilities, in order to maintain acceptable service ratios, response times, or other performance objectives, the construction of which could cause significant environmental impacts for the public service of:

i. Fire protection.

The City of Del Mar Fire Department provides fire protection services for the City, which includes an operating service area of more than 2.5 square miles, fire department operates out of its station located at 2200 Jimmy Durante Boulevard and provides fire suppression and protection, emergency medical services, and response to vehicle accidents and hazardous incidents for the City and its visitors. The station is staffed by nine full-time staff consisting of three captains, three fire engineers, and three firefighters/paramedics. The station houses one front-line fire engine, one rescue unit, and one reserve fire engine (City of Del Mar, n.d.-b). The fire department has not adopted a firefighter/resident ratio or response time goal.

As part of the San Diego County's Operational Area Emergency Operations Plan, upon request, the City can also receive fire protection services from other fire departments located throughout San Diego County, via coordination through the Operational Area Fire and Rescue Coordinator dispatch center. The Del Mar Fire Department also provides fire protection services to the Cities of Solana Beach and Encinitas, and portions of San Diego under a mutual aid agreement (City of Del Mar, n.d.-b).

Implementation of the CIP projects would not result in the development of any residential units or other land uses that would have the potential to generate new population or increase demand for new or expanded fire protection services. Rather, the proposed project would allow for the continued maintenance, refurbishment, repair, upgrade, and/or replacement of existing public infrastructure and facilities, and for the construction and operation and maintenance of new capital improvement projects.

During construction, the project could potentially affect the ability of the Del Mar Fire Department to maintain acceptable response times due to temporary road segment and/or lane closures, which could result in a potentially significant impact to fire protection services. As discussed in Response 4.11(d), a traffic control plan would be prepared and implemented for roadways and intersections that would be affected by the construction of a CIP project. The traffic control plan would include maintaining access for emergency vehicles at all times and notifying fire protection services about project details and timing of construction activities. Implementation of a traffic control plan during project construction that would affect roadways and intersections would ensure that acceptable service ratios, response times, and/or other performance objectives are met.

The project would not result in the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts relative to fire protection. Impacts would be **less than significant**.

ii. Police protection.

The City of Del Mar contracts with the San Diego County Sheriff's Department (SDCSD) for law enforcement services. The City is served from the Sheriff's North Coastal Station located at 175 North El Camino Real in the City of Encinitas; however, a satellite office is located at the City of Del Mar Civic Center at 1050 Camino del Mar. The North Coastal Station provides service to the Cities of Solana Beach and Encinitas, and the unincorporated communities of Rancho Santa Fe, Del Dios, Camp Pendleton, and San Onofre. The SDCSD also contracts with the 22nd District Agricultural Association to provide law enforcement services at the Del Mar Fairground (City of Del Mar, n.d.-c).

Staffing at the North Coastal Station is composed of 113 staff with 26 active members from the Senior Volunteer Unit. The North Coastal Station offers various divisions including patrol, traffic, motors, community service officers, senior volunteers, detectives, professional staff, and a community-oriented policing and problem-solving unit (County of San Diego, n.d.-b).

Project construction activities would be short term, and an increase in the demand for law enforcement services above existing conditions following project construction is not anticipated due to the nature of the proposed improvements. As appropriate, construction staging areas would be routinely secured during the construction phase to minimize the potential for theft or vandalism. Once operational, an increase in the potential for vandalism or other security risk is not anticipated at any of the affected sites (i.e., parks, lifeguard towers, other facilities). The proposed project would not include new residential units or other land uses that would require new or expanded law enforcement services.

During construction, the project could potentially affect the ability of the Del Mar Police Department to maintain acceptable response times due to temporary road segment and/or lane closures, which could result in a potentially significant impact to police services. However, with implementation of a traffic control plan during project construction (as part of standard City traffic control measures) as discussed in Response 4.11(d), potential impacts to police response times would be reduced to less than significant levels.

The project would not result in the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts relative to police protection. Impacts would be **less than significant**.

iii. Schools.

There are no public schools located within the jurisdictional boundary of the City of Del Mar. Del Mar residents are provided access to public education by the school districts identified below.

The City lies within the boundaries of the Del Mar Union School District (DMUSD), which provides public education for elementary school students, kindergarten through sixth grade. Schools within the DMUSD include the following:

- Ashley Falls School, 13030 Ashley Falls Drive, San Diego
- Carmel Del Mar School 12345 Carmel Park Drive, San Diego

- Del Mar Heights School, 13555 Boquita Drive, San Diego
- Del Mar Hills Academy, 14085 Mango Drive, San Diego
- Ocean Air School, 11444 Canter Heights Drive, San Diego
- Sage Canyon School, 5290 Harvest Run Drive, San Diego
- Sycamore Ridge School, 5333 Old Carmel Valley Road, San Diego

The City lies within the boundaries of the San Dieguito Union High School District (SDUHSD), which provides public education for seventh through twelfth grades. Schools within the SDUHSD include the following:

Middle Schools

- Carmel Valley Middle School, 3800 Mykonos Lane, San Diego
- Diegueño Middle School, 2150 Village Park Way, Encinitas
- Earl Warren Middle School, 155 Stevens Avenue, Solana Beach
- Oak Crest Middle School, 675 Balour Drive, Encinitas
- Pacific Trail Middle School, 5975 Village Center Loop Road, San Diego

High Schools

- Canyon Crest Academy, 5951 Village Center Loop Road, San Diego
- La Costa Canyon High School, 1 Maverick Way, Carlsbad
- San Dieguito High School Academy, 800 Santa Fe Drive, Encinitas
- Sunset High School/North Coast Alternative, 684 Requeza Street, Encinitas
- Torrey Pines High School, 3710 Del Mar Heights Road, San Diego

Implementation of the planned public infrastructure and facility improvements would not induce population growth, introduce new land uses that would generate student-aged population, or increase the overall demand on local schools. As a result, the project would not result in the provision or need for new or physically altered governmental facilities relative to schools, the construction of which may have the potential to result in significant environmental impacts to maintain adopted service ratios or other performance objectives.

If construction of the proposed improvements (particularly those within the public road rights-of-way) would have the potential to temporarily disrupt or restrict circulation patterns associated with routes to nearby schools that serve the City, implementation of standard City traffic control measures would require individual traffic control plans, which would also address school routes, if appropriate; refer to Response 4.11(d). With regard to the provision of school services, **no impact** would occur to school facilities or to school service ratios or other performance objectives that would necessitate new or physically altered schools.

iv. Parks.

The City maintains a variety of parks and recreational resources, including 371 acres of passive and active recreational resources in neighborhood and community parks and other recreational facilities; 23 acres of public beach lands; and 7 acres of Crest Canyon (City of Del Mar 2020).

As discussed in Section 4.10, Recreation, as the proposed project would result in public infrastructure and facility improvements, the project would not induce area population growth or introduce new land uses that would generate population or increase demand on local or regional recreational resources, including parks. Rather, as the CIP identifies a number of park and open space improvements (new construction or enhancement of existing boardwalks/pathways; lifeguard towers; benches and drinking fountains; sports courts; community center improvements; public restrooms and concessions, etc.), such improvements would enhance the City's ability to better meet resident and visitor demand for recreational services. The potential for the construction of such facilities to result in a significant environmental impact has been evaluated in the PEIR at a programmatic level and mitigated to the extent feasible; refer to Chapter 3.0, Environmental Analysis.

Based on the discussion above, the project would not result in the provision or need for new or physically altered parks, the construction of which may have the potential to result in significant environmental impacts to maintain adopted service ratios or other performance objectives. A **less than significant impact** to parks facilities would occur.

v. Other public facilities.

Other public facilities include libraries, hospitals, and other public-serving uses. The San Diego County Library system provides library services throughout the county and operates 33 branches, two bookmobiles, and four 24/7 Library to Go kiosks, serving over one million residents (County of San Diego, n.d.-a). Public libraries serving the City include the Del Mar Branch at 1309 Camino Del Mar in Del Mar and the Carmel Valley Branch, east of Del Mar, at 3919 Townsgate Drive in San Diego.

Hospitals serving the City of Del Mar include Scripps Memorial Hospital in La Jolla at 9888 Genesee Avenue; Scripps Green Hospital in La Jolla at 10666 N. Torrey Pines Road; and Scripps Memorial Hospital in Encinitas at 354 Santa Fe Drive.

Due to the nonresidential nature of the project, the planned public infrastructure and facility improvements would not generate new population or result in land uses that would increase demand on existing governmental facilities or services. The project would not result in a substantial adverse physical impact associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives. Impacts would be **less than significant**.

b) Would the project result in a cumulatively considerable impact related to public services?

Due to the nature of the proposed project, future public improvements facilitated by the CIP, in conjunction with other cumulative development within the City (and other neighboring communities also served by the same public service agencies as the City, such as the Del Mar Fire Department, SDCSD, DMUSD, SDUHSD, and San Diego County Library system), would not substantially increase demands for public services that could result in the need for facility expansion or new construction. Implementation of the CIP would result in improvements or enhancements to existing, or construction of new, City infrastructure and facilities. Due to the nature of the improvements, and the lack of population-generating

land uses, it is not anticipated to substantially increase the demand for public services, or otherwise adversely affect the ability of the agencies serving the City to provide adequate public services. For other cumulative projects, potential impacts resulting with future development would require consideration on a project-specific basis, pursuant to the discretionary process and CEQA requirements, to determine whether a significant impact on public services would occur and whether mitigation measures are required, as appropriate.

The proposed project would not contribute to a significant cumulative environmental impact relative to fire and police protection services, schools, parks, or other public facilities. Cumulative impacts would be **less than significant.**

4.10. Recreation

a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

As part of the proposed CIP improvements, minor façade repairs and minor interior improvements, such as painting, new carpeting, replacement of repairs to plumbing, electrical, and heating, ventilation, and air conditioning units, security/fire system repairs, and roof repairs are planned for the City's infrastructure. Additionally, the proposed CIP projects for parks and open space include, but are not limited to, installation of hardscape features, such as benches, drinking fountains, streetlights, and traffic lights; sports courts; community center improvements; public restrooms, concessions, and lifeguard tower improvements; pathway and boardwalk improvements; and other related features on public lands.

Implementation of the CIP is intended to provide maintenance, refurbishment, repair, upgrade, and/or replacement of existing public infrastructure and facilities, and allow for the construction and operation and maintenance of new capital projects. Although the proposed improvements may increase use of the City's recreational resources as the intended improvements are made over time, no change in the land use of the existing facilities as public parks or open space would occur. No new residential or other uses are proposed that would otherwise generate new housing or population that may increase the demand on neighborhood or regional parks or other recreational facilities. Rather, project implementation would enhance the park and open space facilities that serve City residents and visitors and would not contribute to a substantial physical deterioration of recreational facilities.

The project would not cause a substantial increase in the use of existing neighborhood parks, regional parks, or other recreational facilities. Impacts would be **less than significant**.

b) Would the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

Refer to Response 4.10(a), above. The project would result in CIP improvements in the form of new and enhanced public park and recreational elements that would be available for use by community residents and visitors to the City. The potential physical effects that may result with future construction and operation of the improvements envisioned in the CIP are considered throughout this PEIR and, where

necessary, mitigation measures are provided to ensure that impacts resulting with implementation of the CIP are avoided or reduced to the extent feasible. Impacts in this regard would be **less than significant**.

c) Would the project result in a significant cumulative impact related to recreation?

Refer to Responses 4.10(a) and 4.10(b), above. Due to the limited nature of the planned CIP improvements, it is not anticipated that the proposed project would contribute to a significant cumulative impact related to recreation. Rather, the CIP is intended to improve and enhance the City's recreational resources to better serve residents and visitors. Any impacts resulting from construction or operation have been evaluated in Chapter 3.0 and would be reduced to the extent feasible through the incorporation of mitigation measures. Cumulative impacts would be **less than significant**.

4.11. Transportation

a) Would the project conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?

The City of Del Mar Community Plan Transportation Element and the Complete Streets Policy address transportation goals, policies, and implementation programs that govern the systems of roadways, intersections, bicycle paths, pedestrian ways, and other components throughout the City's circulation system, which collectively provide for the movement of people and goods. The Community Plan identifies recommended transportation improvements within the City and identifies applicable policies aimed at maintaining City streets and associated public views, reduced vehicle speeds, and enhanced public access, safety, and facilities for pedestrians and bicyclists.

Policies for the provision and protection of public accessways to coastal areas are also provided in the City's LCP. Additional policies address the need to cooperate with local, state, and federal agencies in developing a system of pedestrian trails and bicycle paths to enhance public access and safety, as well as to improve or provide alternative transportation means with the goal of maintaining community character and sensitive views, while protecting sensitive environmental resources. Implementation of the CIP projects would be required to adhere to applicable City policies and requirements identified in the Community Plan, LCP, and DMMC.

The San Diego Association of Governments' *San Diego Forward: The Regional Plan* is intended to allow for sustainable, mixed-use communities conducive to public transit, walking, and biking. Such conditions would be achieved through focused growth along major existing regional transit and transportation corridors. A number of planned CIP projects would include improvements to City streets to enhance public safety and circulation, as well as to provide improved pedestrian and bicycle accessibility and safety. Such projects include, but are not limited to, bike route repairs along Jimmy Durante Boulevard, Camino del Mar, Carmel Valley Road, and Via de la Valle; paving and striping improvements on Jimmy Durante Boulevard; North Beach/Camino del Mar boardwalk construction; expansion/rehabilitation of public pathways connecting North Beach, Border Beach, and North Bluff; and extension of the Riverpath Del Mar from Grand Avenue Bridge to the eastern City limit near Crest Canyon Trail. Further, a number of CIP projects would enhance vehicular, pedestrian, and bicycle movement, safety, and access along Camino del Mar, near public transportation, and near recreational opportunities.

Additionally, as many of the proposed infrastructure improvements would be undergrounded, long-term operations would not affect surface circulation systems once construction is completed. At project completion, operation of these facilities would not conflict with any program plan, ordinance, or policy addressing the City's existing or future transit, bicycle, or pedestrian network. Further, any disturbance to affected roadways, transit, bicycle, or pedestrian facilities would be restored to pre-project conditions upon the completion of construction.

Overall, the project would not conflict with a program, plan, ordinance, or policy addressing the circulation system. Impacts would be **less than significant**.

b) Would the project conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?

The City has adopted thresholds of significance and screening criteria for vehicle miles traveled (VMT), which are provided in the *City of Del Mar Guidelines for Transportation Impact Analysis* (VMT Guidelines), dated June 1, 2020. The guidance is consistent with 2013 California Senate Bill 743 (SB 743), the Community Plan (General Plan), Del Mar CAP, and City Council Policy 114 (Complete Streets). The methodologies in the VMT Guidelines are consistent with the Governor's Office of Planning and Research[6] (currently OPR's *Technical Advisory on Evaluating Transportation Impacts in CEQA* [Technical Advisory]), dated December 2018, and the Institute of Transportation Engineers' *San Diego Regional Guidelines*, dated May 2019.

The VMT Guidelines apply to certain development projects and allow them to be screened out of the requirement to prepare a VMT analysis, based on the assumption that a project's VMT effects would be less than significant (unless substantial evidence is otherwise identified that indicates a project would generate a potentially significant level of VMT). The City's screening criteria were considered to evaluate whether a VMT analysis was necessary for the proposed project. Due to the general character and limited nature of the proposed improvements, and the programmatic level of analysis considered in the PEIR, such exceptions were determined to apply. However, depending on the type of improvements being undertaken, review of the VMT screening criteria may be required as individual CIP projects are implemented in the future.

Traffic generated by the proposed project would generally be limited to the construction phase. The proposed improvements would not include land uses that would generate a substantial increase in related vehicle trips; additionally, in general, the public facilities affected by the planned CIP improvements generate vehicle trips under existing conditions. Once construction is completed, vehicle trips would be limited to periodic maintenance or repair on an as-needed basis. Therefore, a VMT analysis is not required, and the project would not conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b).

[6] The Governor's Office of Planning and Research was renamed to the Office of Land Use and Climate Innovation in July 2024.

c) Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

During construction of the proposed CIP improvements, temporary lane closures may be required to allow for proposed infrastructure improvements (i.e., water, sewer, storm water facilities, and streets) within the affected rights-of-way. Construction-related traffic may temporarily affect vehicular (including buses), bicycle, and pedestrian movement along affected roadways, thereby potentially affecting public safety or restricting or delaying access to existing land uses. Implementation of standard City traffic control measures (see Section 2.4.3, Regulatory Requirements and Standard City Measures) would reduce potential safety hazards by requiring preparation and implementation of a traffic control plan for roadways and intersections affected by a CIP project. Requirements included in the project-specific traffic control plans would include, but not limited to, posting advance notices regarding pending construction activities to allow motorists to select alternative routes, restricting delivery of construction materials to non-peak travel periods, providing flagger-control as needed, and maintaining access for driveways and private roads to the extent possible. As such, temporary construction impacts would be **less than significant**.

The proposed improvements would not include new permanent design features or incompatible uses that could adversely affect vehicular or other means of transportation on affected roadways. Additionally, certain improvements are proposed to enhance public safety, access, and circulation, such as a new beach boardwalk to improve pedestrian access and expansion/rehabilitation of public pedestrian paths to increase connectivity. No physical design features or incompatible uses that could adversely affect public safety during project operations would result. Further, any disturbance to affected roadways, transit, bicycle, or pedestrian facilities would be restored to pre-project conditions upon the completion of construction. Due to the nature of the proposed infrastructure improvements, **no operational impacts would occur**.

d) Would the project result in inadequate emergency access?

As discussed in Response 4.17(c) above, planned construction for certain CIP improvements would result in disturbance within public roadway rights-of-way that may temporarily affect emergency access. Such activities may require lane closures and/or a reduction in the width of travel ways during the construction phase.

However, although construction activities would temporarily impact roadway rights-of-way (e.g., through partial lane closures), as discussed in Chapter 2.0, Project Description, a traffic control plan would be prepared and implemented for roadways and intersections that would be affected by the construction of a CIP project. The traffic control plan would include maintaining access for emergency vehicles at all times and notifying police, fire, and emergency services about project details and timing of construction activities. With implementation of traffic control plans for CIP projects that occur in locations that could affect circulation, potential impacts on emergency response and emergency evacuation would be reduced to a less than significant level. Potential measures such as construction signage, limitations on timing for lane closures to avoid peak hours, temporary striping plans, and having a construction flag person to direct traffic during heavy equipment use, among others, may be identified to ensure that emergency access is maintained during short-term project construction activities.

Additionally, the City has adopted the California Fire Code, which is incorporated in DMMC Chapter 10.04, Fire Code. The potential for future CIP projects to impact emergency access would be considered at the project level at the time of implementation. As appropriate to the individual CIP projects, compliance with applicable regulations for building and fire safety and the provision of emergency access would be required. Compliance with applicable state and local requirements would therefore ensure that emergency access remains adequate for the affected CIP sites.

The project would not result in inadequate emergency access. Impacts would be **less than significant**.

e) Would the project result in a significant cumulative impact related to transportation?

Future improvements undertaken with implementation of the CIP, in conjunction with other cumulative development projects in the City, could have the potential to result in transportation impacts. As construction of any cumulative projects may occur simultaneously, such activities may affect public access or safety along local roadways. As stated, implementation of traffic control plans for CIP projects that would affect roadways and intersections (as part of standard City traffic control measures) would be required to ensure that adequate circulation and safety conditions are maintained and that project impacts are reduced to less than significant.

Future cumulative projects would be subject to discretionary permitting and approval and would require evaluation pursuant to CEQA regulations at the project level, as appropriate to the type of development proposed. Such evaluation would address potential transportation impacts and identify necessary mitigation measures as needed to reduce impacts to the extent feasible.

Future development facilitated by the CIP, in consideration with other cumulative projects, would not result in significant environmental transportation-related impacts, nor would future development facilitated by the CIP conflict with or obstruct a state or local plan or regulation related to transportation. The proposed project's contribution to a cumulative transportation-related impact would be **less than significant** with mitigation incorporated.

4.12. Utilities and Services

a) Would the project require or result in the relocation or construction of new or expanded water or wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

As discussed in Section 3.4, Project Components, the project is intended to allow for the continued maintenance, refurbishment, repair, upgrade, and/or replacement of existing public infrastructure and facilities, as well as for construction and operation and maintenance of new capital projects. Improvements would include utility undergrounding, as well as improvements to the City's existing water, wastewater, and storm water infrastructure.

The majority of the planned CIP improvements (utility undergrounding; water, wastewater, and storm water infrastructure; streets) would not require the use of electric power, natural gas, or telecommunications facilities. A limited number of open space and facility improvements (lifeguard

towers, concessions, restrooms, community building, and other public facilities) may require limited use of electric power, natural gas, and/or telecommunications facilities for operation. However, many of the existing public facilities affected by the project are presently served by such utility services. These CIP improvements are included as part of the proposed project; therefore, this IS/MND already analyzes the potential environmental effects of such projects (refer to Chapter 3.0, Environmental Analysis, and Chapter 4.0, Effects Found not to be Significant). Any potential environmental effects of such actions would be reduced to less than significant, with exception of significant and unavoidable impacts related to construction noise.

The project may result in the relocation or construction of new or expanded water or wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects. Impacts would be **less than significant**.

b) Would the project have insufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?

The Del Mar Public Works water service area receives its water supply from the San Diego County Water Authority (SDCWA). The SDCWA relies on water purchases from the Metropolitan Water District (MWD) to meet its supplemental supply gap. The SDCWA's 2020 Urban Water Management Plan indicates that it is capable of meeting expected demands under normal and dry year conditions through 2045 (SDCWA 2021). Additionally, the MWD's 2020 Urban Water Management Plan indicates that it is similarly capable of meeting expected demands for its member agencies under normal and dry year conditions through 2045 (SDCWA 2021). It is therefore anticipated that sufficient water supplies would be available to serve the planned CIP improvement projects as analyzed in this PEIR (FY 2025-2036) as well as other future projects beyond the City's current CIP.

As appropriate, future CIP improvements undertaken would be subject to City discretionary review and compliance with relevant federal, state, and local requirements to ensure that sufficient water supplies are available. Such requirements include DMMC Title 21, Water Supply, and the City's CAP, which provides measures for water efficiencies. With conformance to such requirements, and consideration for the limited water demands resulting with the planned CIP improvements, it is anticipated that sufficient water supplies would be available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years. Impacts would be **less than significant**.

c) Would the project result in a determination by the wastewater treatment provider which serves, or may serve, the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

See Response 4.12(a), above. No increase in area population or substantial demand for wastewater treatment services would occur as a result of the proposed improvements. The project would not result in a determination by the wastewater treatment provider which serves, or may serve, the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments. Impacts would be **less than significant**.

d) Would the project generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

Future development facilitated by the CIP would generate solid waste during construction and operation. EDCO, the City's waste hauler, would be responsible for solid waste collection and hauling during both construction and operational phases of the future CIP projects.

Solid waste generated during construction typically includes demolition of existing on-site structures, vegetation clearing, and grading would generate solid waste. Such waste would be separated on-site by source (e.g., wood, concrete, metal). Construction waste would then be transported off-site for reuse, recycling, or disposal at an approved facility.

It is anticipated solid waste from future development facilitated by the CIP would be disposed of at the landfill nearest the City, which is the West Miramar Landfill in the City of San Diego. This landfill is permitted to receive a maximum of 8,000 tons per day and has a remaining capacity of 13,965,730 cubic yards with a cease operation date of 2031 (CalRecycle 2025). Due to the nature of the proposed CIP projects, a substantial increase in the generation of solid waste or solid waste disposal is not anticipated and landfill capacity would be adequate to accommodate the proposed improvements.

Additionally, Assembly Bill (AB) 341 requires cities and counties to implement recycling programs, reduce refuse at the source, and compost waste to achieve a 75 percent diversion of solid waste from landfills. Further, EDCO provides outreach, education and monitoring services in accordance with AB 341. The City also monitors activities to identify those sending their organic material to the landfill and direct them towards proper organics diversion options pursuant to AB 1826 (i.e., applicable to planned CIP improvements such as new concessions at North Beach City facilities). The City also implements a trash compaction method and Zero Waste Plan to reduce solid waste flows to the Miramar Landfill with the intent to extend the life of the landfill. Future improvements occurring with the CIP would be required to adhere to all federal, state, and local requirements for solid waste reduction and recycling, including conformance with DMMC § 23.70.030, which requires preparation of a Waste Management Plan, as appropriate to the CIP projects undertaken.

The project would not generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals. Impacts would be **less than significant**.

e) Would the project not comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

Refer to Response 4.12(d), above. As appropriate, the planned CIP projects would be served by the City's contracted solid waste handling service. Project construction and operation would occur consistent with applicable federal, state, and local statutes and regulations aimed at management and reduction of solid waste. Impacts would be **less than significant**.

f) Would the project result in a significant cumulative impact related to utilities?

The project, in conjunction with other existing and future development in the City, would result in infrastructure and facility improvements within an urbanized area and could result in cumulative impacts to utilities and service systems. Due to the limited nature of the planned CIP improvements, it is not anticipated that the project would result in a significant impact related to utilities and services, as discussed above.

Potential impacts of the cumulative projects identified would be site-specific and would require evaluation on a case-by-case basis at the project level when future development is proposed. Each cumulative project would require separate discretionary approval and review under CEQA to address potential impacts to utilities and service systems and identify necessary mitigation measures, where appropriate. A such, implementation of the CIP projects would not result in significant environmental impacts from exceedance of existing utility and system capacities; insufficient water supplies; exceedance of wastewater treatment capacities; or interference with solid waste reduction goals or solid waste statutes or regulations. The proposed project would not contribute to a significant cumulative impact related to utilities and service systems. Cumulative impacts would be **less than significant**.

4.13. Wildfire

a) Would the project substantially impair an adopted emergency response plan or emergency evacuation plan?

The majority of improvements would occur underground (water, sewer, and storm drain infrastructure, and electrical and communication cables) and would not increase the risk of wildfire. Other planned improvements would generally affect existing City open space and park facilities, as well as beach areas.

As discussed in Response 4.4(f), project construction activities (in particular where infrastructure improvements would occur within public rights-of-way) could temporarily affect local evacuation routes. With implementation of a traffic control plan during project construction (refer to Response 4.11[d]), potential impacts related to substantially impairing an adopted emergency response plan or emergency evacuation plan would be reduced to less than significant levels. The need for a traffic control plan would depend on the type and location of CIP project being undertaken, and would be evaluated by the City at the appropriate time.

As appropriate, potential impacts related to substantially impairing an adopted emergency response plan or emergency evacuation plan would be **less than significant**.

b) Would the project, due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

The majority of the City of Del Mar is designated as either a High Fire Hazard Severity Zone (FHSZ) or a Very High FHSZ, with some areas in the western portion having a Moderate level of wildfire risk. Lands in proximity to the beach and in the northern portion of the City (i.e., Dog Beach, Del Mar Surfside Race

Place) are identified as being within a Local Responsibility Area, with no FHSZ, and therefore have a minimal risk for wildfire occurrence (CalFire 2025a, 2025b). Therefore, lands within Del Mar are currently susceptible to the risk of wildfire events and resulting pollutant concentrations or uncontrolled spread of wildfire.

The majority of the planned CIP improvements would occur on relatively level lands and/or in areas previously disturbed by construction of existing infrastructure and facility improvements (i.e., roadways, utilities, trails and pathways, other public facilities). Additionally, as many of the improvements would affect underground pipelines and utility lines, once construction is completed, such components would not be exposed to potential hazards exacerbated by high winds, falling trees, or lightning, which could cause wildfires to ignite.

Other planned CIP improvements to public facilities may affect existing City parks and beach amenities, lifeguard towers, public works facilities, a community building, sports courts, and other such uses. As such, some facilities affected by the CIP improvements would be occupied by the public.

However, such conditions occur under present conditions, and therefore occupants of such public spaces are already currently exposed to the risk of wildfire. The planned CIP improvements would not exacerbate existing wildfire risks, nor increase the potential exposure of any public occupants to new health or safety risks related to project implementation. All planned improvements would be designed and constructed in accordance with applicable standards and regulations intended to reduce potential risks from wildfire and ensure public safety. Impacts in this regard would be **less than significant**.

c) Would the project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

The CIP identifies current and future capital infrastructure and facility needs and outlines plans for capital projects, major maintenance, and refurbishments. The majority of the City's infrastructure affected by the proposed improvements would be underground (water, sewer, and storm drain, and ultimately overhead utility lines) and would not cause an increased fire risk or ongoing impacts to the environment. No new roads, fuel breaks, or water sources would be required, due to the nature of the intended improvements. Although some individual projects would be constructed aboveground (i.e., parks, lifeguard tower, public pathways, lighting), such improvements or ongoing maintenance thereof are not anticipated to increase fire risk or result in ongoing impacts to the environment; however, such projects may be evaluated on a site-specific basis to ensure that any environmental effects are avoided or minimized. Impacts would be **less than significant**.

d) Would the project expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

The majority of the planned improvements would be to the City's utility infrastructure systems (water, sewer, storm drain, and utility lines). As such infrastructure would be underground, it would not be subject to downslope or downstream flooding or landslides.

The City's open space, parks, and beach facilities would be occupied by the public. However, due to the limited nature of the CIP improvements identified, the project is not anticipated to result in changes that would substantially increase the exposure of people or structures to significant risks from runoff, post-fire slope instability, or drainage changes. The improvements proposed would generally occur on level lands at existing facilities and would not significantly increase potential risks associated with downslope or downstream flooding or landslides.

The project would not expose people or structures to significant risks as a result of runoff, post-fire slope instability, or drainage changes. Impacts would be **less than significant**.

e) Would the project result in a significant cumulative impact related to wildfire?

Although portions of the City are identified as being in a Very High FHSZ, the planned CIP improvements would not contribute to a significantly increased risk of wildfire or related impacts. All such future improvements would occur to the City's infrastructure systems and facilities and would not substantially change the potential for wildfire occurrence, level of risk exposure for occupants, or physical characteristics of the affected lands such that adverse effects (i.e., landslides or downstream flooding) following a wildfire event would be increased. The project would not contribute to a significant cumulative impact related to wildfire. Impacts would be **less than significant** in this regard.

5.0 ALTERNATIVES

5.1. Introduction

Section 15126.6(a) of the CEQA Guidelines requires that a PEIR describe a reasonable range of project alternatives that could feasibly attain the basic objectives of the project, while avoiding or reducing impacts associated with the project.

According to CEQA Guidelines Section 15126.6(a), the discussion of alternatives must focus on alternatives to the project, or to the project location, which will avoid or substantially reduce any significant effects of the project, even if the alternatives would be costlier or hinder to some degree the attainment of the project objectives.

The "No Project" Alternative must also be evaluated. The "No Project" analysis must discuss the existing conditions and what would reasonably be expected to occur in the foreseeable future if the proposed project was not approved.

The range of alternatives required is governed by a "rule of reason," meaning that the PEIR must only evaluate those alternatives necessary to permit a reasoned choice. The alternatives must be limited to only ones that would avoid or substantially lessen any of the significant effects of the proposed project.

Additionally, a PEIR should not consider an alternative whose effects cannot be reasonably ascertained and whose implementation is remote and speculative. The CEQA Guidelines also require a PEIR to state why an alternative is being rejected. If the City ultimately rejects any or all alternatives, the rationale for rejection will be presented in the findings that are required before the City certifies the PEIR and takes action on the proposed project.

According to Section 15126.6(f)(1) of the CEQA Guidelines, among the factors that may be taken into account when addressing feasibility of alternatives are environmental impacts, site suitability, economic viability, availability of infrastructure, general plan consistency, regulatory limitations, jurisdictional boundaries, and whether the applicant could reasonably acquire, control, or otherwise have access to the alternate site.

CEQA requires that an environmentally superior alternative be identified; that is, an alternative that would result in the fewest or least significant environmental impacts. If the No Project Alternative is the environmentally superior alternative, State CEQA Guidelines Section 15126.6(e)(2) requires that another alternative that could feasibly attain most of the project's basic objectives be chosen as the environmentally superior alternative.

5.2. Project Objectives

Currently, the City has no programmatic approach to completing environmental review pursuant to CEQA for its CIP projects and therefore must determine and implement appropriate compliance on a project-by-project basis. The purpose of the PEIR is to facilitate a streamlined approach to CEQA compliance for

the City's current and future CIP projects by establishing a clear procedural framework for CEQA compliance on a wide array of CIP project types.

The objectives of the proposed project are to:

- Streamline implementation of current and future CIP projects to ensure continued public health, safety, and welfare for the City's residents and visitors.
- Allow for the continued maintenance, refurbishment, repair, upgrade, and/or replacement of existing public infrastructure and facilities.
- Allow for the construction and operation and maintenance of new capital projects.
- Develop a mitigation framework to ensure consistent and effective implementation of environmental protections.

5.3. Impacts of the Proposed Project

Based on the analysis contained in Chapter 3.0, Environmental Analysis, impacts related to noise levels generated during certain construction activities that may be in close proximity to residences, schools, or other noise-sensitive uses, may not be able to be fully mitigated to a less than significant level. Therefore, construction noise impacts were determined to be significant and unavoidable. No other significant and unavoidable impacts were identified.

Impacts related to biological resources, cultural resources, geology and soils (paleontological resources), construction noise (vibration), and tribal cultural resources would be mitigated to less than significant with the incorporation of mitigation measures.

Impacts related to aesthetics, air quality, energy conservation, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, land use and planning, public services, transportation, utilities and service systems, and wildfire were found to be less than significant. No impacts were identified relative to agriculture and forestry resources, mineral resources, population and housing, and recreation. No mitigation measures are therefore required.

5.4. Alternatives to the Proposed Project

This analysis focuses on alternatives capable of eliminating significant adverse environmental effects or reducing them to less than significant levels, even if these alternatives would impede, to some degree, the attainment of the proposed project objectives. As noted previously, the CEQA Guidelines (Section 15126.6[e][2]) require that the alternatives discussion include an analysis of the No Project Alternative. Pursuant to CEQA, the No Project Alternative refers to the analysis of existing conditions (i.e., implementation of current plans) and what would reasonably be expected to occur in the foreseeable future if the project was not approved. CEQA Section 15126.6(a) states that a PEIR need not consider every conceivable alternative to a project; rather, a PEIR need only consider a reasonable range of alternatives. The following alternatives have been identified for analysis in compliance with CEQA:

- No Project Alternative (Alternative 1)
- Reduced Streamlining Alternative (Alternative 2)

Table 5-1, Impact Comparison – Proposed Project Versus Project Alternatives, compares the potential impacts of the project alternatives to the impacts identified as resulting with implementation of the proposed project.

5.4.1. No Project Alternative (Alternative 1)

The City's CIP identifies numerous public infrastructure and facilities improvement projects that the City proposes to undertake over the next 10 years. The CIP analyzed in this PEIR includes FY 2026-2027 through FY 2035-2036. While the City's current CIP programs run through FY 2035-2036, this PEIR will continue to apply to CIP projects post FY 2035-2036 to the extent that future projects are deemed consistent with the types of projects evaluated herein; environmental conditions established in this PEIR have not changed substantially; and mitigation requirements are still deemed applicable and effective.

As described in Chapter 2.0, Project Description, the City does not currently have a programmatic approach to completing environmental review pursuant to CEQA for implementing its CIP projects, and individual projects must therefore undergo environmental review on a project-by-project basis. This PEIR is intended to streamline implementation of current and future CIP projects by establishing a clear procedural framework for CEQA compliance on a wide array of CIP project types.

Under the No Project Alternative (Alternative 1), the CIP PEIR would not be certified and the CEQA streamlining process to implement CIP projects evaluated herein would not be achieved. Without certification of this CIP PEIR, the City would continue to implement the improvements identified in its adopted CIP for the next 10 years, evaluating each improvement project on a project-by-project basis, pursuant to applicable CEQA requirements, as presently occurs. All identified CIP projects would still be undertaken with the No Project Alternative (Alternative 1), at the same locations, and would have the same construction and operational characteristics. However, without certification of the CIP PEIR, a mitigation framework to ensure consistent and effective implementation of environmental protections would not be provided. Effectively, this would result in decreased efficiency in implementing the CIP and increased costs and project schedules.

Potential effects of the No Project Alternative (Alternative 1) are analyzed below.

Issue Area

Biological Resources

Based on the results of the Biological Resources Technical Report (see Section 3.2, Biological Resources), the proposed project would require mitigation measures to reduce potential significant impacts to sensitive resources, which may include special-status species, riparian and sensitive natural communities, state or federal wetlands, and/or wildlife corridors, depending on the individual project and existing conditions at the time when improvements are implemented.

Potential impacts on sensitive biological resources may occur during site preparation or ground-disturbing activities. Such impacts would not be avoided or reduced with the No Project Alternative (Alternative 1), as all improvements identified in the City's adopted CIP would still be implemented as planned. Potential impacts would be evaluated at the project level for each improvement undertaken, as occurs under present conditions, and the streamlining of projects for efficiency as considered under this PEIR would not occur. The No Project Alternative (Alternative 1) would therefore be anticipated to result in similar potentially significant impacts to the proposed project. In areas of high to moderate biological sensitivity, mitigation measures may be required, as with the proposed project, to reduce such impacts to less than significant. Overall, impacts to sensitive biological resources would be the same as those identified with the proposed project.

Cultural Resources

Modeling for the proposed project (Michael Baker International 2025) identified high archaeological sensitivity along the San Dieguito River and Lagoon margins, coastal bluffs, and undeveloped open space. Most urbanized areas within the City have low sensitivity due to prior disturbance. The majority of CIP projects would be implemented within previously disturbed areas, limiting the potential for impacts to intact cultural resources. However, projects near the lagoon, river, or coastal bluffs or in open space may encounter significant archaeological resources. Direct impacts could occur as the result of ground disturbance, destruction, or alteration of sites; indirect impacts may be caused by increased erosion or exposure of sensitive areas during construction. Mitigation measures would be identified, as with the proposed project, to reduce project impacts to less than significant; site-specific investigations would be required for individual projects in sensitive areas.

As the No Project Alternative (Alternative 1) would implement the same CIP projects as the proposed project and would therefore require similar grading and excavation activities at the same locations, significant impacts to unknown cultural resources would have the potential to occur. Implementation of mitigation measures would be required, as with the proposed project, to reduce such impacts to less than significant. Impacts to cultural resources would be similar to those resulting from the proposed project.

Geology and Soils (Paleontological Resources)

Improvements implemented with the No Project Alternative (Alternative 1) would be located on various lands throughout the City of Del Mar, similar to the proposed project. No known active earthquake faults traverse the City. However, as the City lies within Southern California, the potential for adverse effects from seismic ground shaking, seismic-related ground failure, or unstable soils resulting in landslide, lateral spreading, liquefaction, or collapse does exist. Improvements undertaken with this alternative would therefore have the same potential to be subject to seismic events and resulting effects as the proposed project. With conformance to applicable state and local regulations pertaining to engineering design and/or project-specific geotechnical recommendations (if a site-specific study is undertaken), impacts would be less than significant in this regard.

Although a significant impact relative to landslides or liquefaction with the proposed project was not identified, the No Project Alternative (Alternative 1) would have a similar potential for such conditions to

occur, as the CIP projects would have the same location as with the project. Refer to Figure 3.4-2, Liquefaction Potential, and Figure 3.4-3, Landslide Potential.

Modeling for the proposed project identified high paleontological sensitivity in areas underlain by fossil-bearing geologic units (Michael Baker International 2025). Construction of CIP projects located near the lagoon, river, or coastal bluffs or in open space may encounter significant paleontological resources during grading or excavation; refer to Figure 3.4-5. Direct impacts could occur from ground disturbance, destruction, or alteration of fossils; indirect impacts may include increased erosion or exposure of sensitive areas. Mitigation measures would be identified to reduce such impacts to less than significant, similar to the proposed project; site-specific investigations would be required for individual projects in sensitive areas.

As the No Project Alternative (Alternative 1) would result in similar construction activities to implement the anticipated CIP projects, significant direct and indirect impacts to undiscovered paleontological resources would also be similar and would require implementation of mitigation measures to reduce such impacts to less than significant. Impacts to paleontological resources would be similar to those resulting with the proposed project.

Noise and Vibration

A significant and unavoidable impact related to construction noise was identified for the proposed project, due to potential proximity of project construction activities to sensitive receptors. A significant impact was also identified relative to construction-related vibration occurring within proximity of existing structures. As the same improvements and associated construction activities would occur for the proposed project and the No Project Alternative (Alternative 1), significant impacts would be similar and implementation of mitigation measures would be required, as appropriate to the improvement being undertaken, to reduce such impacts. As with the proposed project, a significant and unavoidable impact resulting from construction noise would result. Noise and vibration impacts resulting with the No Project Alternative (Alternative 1) would be the same as those identified for the proposed project.

Tribal Cultural Resources

Similar to cultural resources, potential impacts to unknown tribal cultural resources would generally occur during ground-disturbing activities, such as grading and excavation. Although no known tribal cultural resources have been identified in the City, the area is considered sensitive by Kumeyaay representatives (Michael Baker International 2025).

Similar to the proposed project, the No Project Alternative (Alternative 1) would have the potential for ground-disturbing activities to impact unknown tribal cultural resources. Implementation of mitigation measures would be required to reduce such impacts to less than significant. Impacts with this alternative would be similar to the proposed project.

Summary

As shown in Table 5-1, Impact Comparison – Proposed Project Versus Project Alternatives, the No Project Alternative (Alternative 1) would result in similar impacts related to biological resources, cultural and

tribal cultural resources, geology and soils (paleontological resources), and construction noise and vibration as compared to the proposed project, as the same CIP projects would be undertaken. The No Project Alternative (Alternative 1) would therefore neither avoid nor reduce any significant impacts that would occur with the proposed project.

The No Project Alternative (Alternative 1) would not achieve the project objectives of streamlining implementation of current and future CIP projects to ensure continued public health, safety, and welfare for the City's residents and visitors, nor would it develop a mitigation framework to ensure consistent and effective implementation of environmental protections. As the CIP PEIR would not be certified, discretionary processing would not be streamlined using a programmatic approach and individual improvement projects would continue to be evaluated pursuant to CEQA regulations on a case-by-case basis.

5.4.2. Reduced Streamlining Alternative (Alternative 2)

Land cover in Del Mar is dominated by urban and developed uses; however, the City retains several ecologically important open space areas. Sensitive natural communities and aquatic resources within the City boundaries are generally located within the San Dieguito Lagoon; along the eastern City boundary adjacent to Torrey Pines State Natural Reserve Extension and Crest Canyon Open Space Park; in the northwestern portion of the City; along the hillsides between Crest Road and San Dieguito Drive; and along the coastline (refer to Figure 3.2-2, Del Mar Sensitive Area Overlay Zones, and Figure 3.2-3, Biological Resources Sensitivity Zones in Section 3.2, Biological Resources).

Additionally, much of the City has potential for undiscovered (buried) cultural and paleontological resources due to underlying geologic formations (refer to Figures 3.3-4a through 3.3-4g in Section 3.3, Cultural Resources; and Figure 3.4-6a through Figure 3.4-6g in Section 3.4, Geology and Soils).

As the sensitivity of the lands described above constitutes the bulk of the potential for impacts to the physical environment in Del Mar, Alternative 2 contemplates excluding CIP projects located in sensitive physical settings from being implemented using the Program EIR. In practice, this means that CIP projects proposed in sensitive environments would proceed in a "business as usual" manner of CEQA compliance and be analyzed on a project-by-project basis. This would effectively limit the streamlining program to implement only the most benign CIP projects exhibiting little to no potential to result in the need for further study and potential mitigation as prescribed in the proposed streamlining program. It is estimated this would result in an approximately 85 percent reduction in CIP projects eligible for streamlining under the program.

It is important to emphasize that CIP projects excluded from the CIP streamlining program would not be eliminated from the City's CIP. Rather, projects excluded from the CIP streamlining program would be required to undergo standalone CEQA analysis as occurs under the City's current environmental clearance process, which would likely result in similar impacts to biological resources as the proposed project, as well as similar mitigation requirements to reduce potential biological resources impacts to less than significant levels.

Potential effects of Alternative 2 are analyzed below.

Issue Area

Biological Resources

Natural resources within the City are generally limited to those located in and adjacent to San Dieguito Lagoon; along the eastern City boundary adjacent to Torrey Pines State Natural Reserve Extension and Crest Canyon Open Space Park; in the northwestern portion of the City; along the hillsides between Crest Road and San Dieguito Drive; and along the coastline (refer to Figure 3.2-1, Vegetation Communities Map, and Figure 3.2-2, Del Mar Sensitive Area Overlay Zones). The northern portion of the City and lands in the vicinity of the lagoon and/or along the Crest Canyon Open Space Area may also serve as, or be adjacent to, critical habitat, aquatic resources, and/or wildlife corridors.

Certain lands east of Camino del Mar/south of Jimmy Durante Boulevard (described above) are considered to have a moderate or high sensitivity for biological resources, with some areas of low sensitivity; refer to Figure 3.2-3, Biological Resources Sensitivity Zones. Exclusion of specific CIP projects from the CIP streamlining program within this area under Alternative 2 would therefore have the potential to avoid or reduce potentially significant impacts on sensitive biological resources as compared to the proposed project. The CIP projects covered under Alternative 2 outside this area (i.e., in the low biological sensitivity zone) would be implemented if the projects are limited to minor improvements in developed areas. As such, it is anticipated that Alternative 2 could result in marginally reduced impacts related to biological resources as compared to the proposed project.

Cultural Resources

As shown in Figure 3.3-3, Archaeological Sensitivity Zones, the majority of the City is considered to have a very low to moderate sensitivity for the presence of archaeological resources. As discussed in Section 3.3, Cultural Resources, potential impacts on unknown cultural resources would occur with implementation of the City's CIP.

Certain lands east of Camino del Mar/south of Jimmy Durante Boulevard (described above) are considered to have a moderate sensitivity for archaeological resources; refer to Figure 3.3-3. Exclusion of specific CIP projects from the CIP streamlining program within this area under Alternative 2 would therefore have the potential to avoid or reduce significant impacts on unknown cultural resources as compared to the proposed project. The CIP projects covered under Alternative 2 would be implemented if the projects are limited to minor improvements in developed areas. As such, it is anticipated that Alternative 2 could result in marginally reduced impacts related to cultural resources as compared to the proposed project.

Geology and Soils (Paleontological Resources)

Improvements implemented with the Reduced Streamlining Alternative would be located on various lands throughout the City of Del Mar, similar to the proposed project. No known active earthquake faults traverse the City; however, as the City lies within Southern California, the potential for adverse effects from seismic ground shaking, seismic-related ground failure, or unstable soils resulting in landslide, lateral spreading, liquefaction, or collapse does exist. Improvements undertaken with the Alternative 2 would therefore have the same potential to be subject to seismic events and resulting effects as the proposed

project. With conformance to applicable state and local regulations pertaining to engineering design and/or project-specific geotechnical recommendations (if a site-specific study is undertaken), impacts would be less than significant in this regard.

Although a significant project impact relative to landslides or liquefaction with the proposed project was not identified, Alternative 2 would remove a number of planned CIP improvements from areas identified as having a high potential for such events to occur; refer to Figure 3.4-2, Liquefaction Potential, and Figure 3.4-3, Landslide Potential. This alternative would avoid such potential hazards in this portion of the City.

As shown on Figure 3.4-5, the majority of lands within the City is identified as having high sensitivity for paleontological resources to occur. As evaluated in Section 3.4, Geology and Soils, grading and excavation activities required to implement the CIP projects would have the potential to cause a significant impact to unknown paleontological resources.

Portions of lands east of Camino del Mar/south of Jimmy Durante Boulevard have a high potential for the presence of paleontological resources to occur. The Reduced Streamlining Alternative would result in exclusion of specific CIP projects from the CIP streamlining program within this area, thereby avoiding potential impacts to unknown paleontological resources as compared to the proposed project. The CIP projects covered under Alternative 2 would be implemented if the projects are limited to minor improvements in developed areas. As such, it is anticipated that Alternative 2 could result in marginally reduced impacts related to paleontological resources as compared to the proposed project.

Noise and Vibration

As indicated in Section 3.6, Noise and Vibration, significant construction noise and vibration impacts were identified for the proposed project, due to potential distance to sensitive receptors. Although not all CIP projects would result in a significant noise or vibration impact, as the City is largely built out, the potential for sensitive land uses to be located within proximity to planned CIP improvements is high.

The CIP projects covered under Alternative 2 would be implemented if the projects are limited to minor improvements in developed areas (e.g., interior or façade improvements at City facilities; bench and pedestrian light pole installation; landscaping along roadway medians; roadway restriping and minor pavement repairs; annual water valve replacements; minor annual improvements to existing water, wastewater, and storm water facilities in developed areas). As such, it is anticipated that Alternative 2 could result in marginally reduced impacts related to noise and vibration compared to the proposed project.

Tribal Cultural Resources

There is potential for tribal cultural resources within the City of Del Mar. Alternative 2 would avoid streamlined implementation of some CIP projects within the area south of Camino del Mar/Jimmy Durante Boulevard which supports lands identified as having a moderate or high archaeological resources sensitivity (refer to Figure 3.3-3, Archaeological Sensitivity Zones), meaning there is also potential for tribal cultural resources to be present. Exclusion of specific CIP projects from the CIP streamlining program within this area under Alternative 2 would therefore have the potential to avoid or reduce significant impacts on tribal cultural resources as compared to the proposed project. The CIP projects covered under

Alternative 2 would be implemented if the projects are limited to minor improvements in developed areas. As such, it is anticipated that Alternative 2 could result in marginally reduced impacts related to paleontological resources as compared to the proposed project.

Summary

As shown in Table 5-1, Impact Comparison – Proposed Project Versus Project Alternatives, it is anticipated that Alternative 2 could result in marginally reduced impacts related to biological, cultural, tribal cultural, and paleontological resources, and noise and vibration as compared to the proposed project, as a number of CIP projects in areas deemed to have a higher level of sensitivity would be analyzed at a project-specific level, outside the streamlining process enabled by the proposed project.

Because Alternative 2 would generally cover only the most straightforward CIP projects with minor improvements, it is estimated this would result in an approximately 85 percent reduction in CIP projects eligible for streamlining under the program.

It is important to emphasize that CIP projects excluded from the CIP streamlining program would not be eliminated from the City's CIP. Rather, projects excluded from the CIP streamlining program would be required to undergo standalone CEQA reviews, as occurs under the City's current environmental clearance process. This lessens efficiency by imparting redundant processes, extending processing timelines, and increasing paperwork – all specifically discouraged in CEQA Guidelines Section 15006, Reducing Delay and Paperwork.

5.5. Alternatives Considered but Rejected as Infeasible

In accordance with CEQA Guidelines Section 15126.6, a PEIR should identify any alternatives that were considered by the lead agency but were rejected as infeasible during the scoping process and should briefly explain the lead agency's determination. Among the factors that may be used to eliminate alternatives from detailed consideration in a PEIR are failure to meet most of the basic project objectives, infeasibility, or inability to avoid significant environmental effects. The following are alternatives that have been rejected by the lead agency and will not be analyzed further in this PEIR.

5.5.1. No Project/No CIP Alternative

The No Project/No CIP Alternative considers a scenario wherein the CIP is not implemented by the City. None of the CIP infrastructure and facility improvement projects identified for FY 2025-2036 would be undertaken, and no new construction, rehabilitation, or upgrades to the City's infrastructure or facilities would occur. As the CIP would not be implemented, provision of a streamlined approach to completing environmental reviews for the CIP projects pursuant to CEQA would no longer be appropriate; certification of a programmatic EIR would not occur.

This alternative would avoid the significant impacts (related to biological, cultural/tribal cultural, and paleontological resources, and noise (vibration) that may result with the proposed project, including the significant and unavoidable impact related to construction noise. However, other adverse indirect effects may result. With the lack of such planned CIP improvements or upgrades, public infrastructure may deteriorate or become inadequate over time, thereby affecting the City's ability to effectively provide

public services or accommodate population growth (i.e., water or wastewater services) or resulting in other hazardous conditions affecting public safety and welfare (i.e., flooding hazards caused by inadequate storm water infrastructure).

Further, a scenario wherein the City would not implement its CIP would generally not be reasonable. The City has already adopted CIP for FY 2025-2036 and is currently implementing the priority projects identified for FY 2026-2027. Although it could be reasonably assumed that some individual infrastructure improvements or upgrades would be implemented over time under a No Project/No CIP Alternative scenario, they may be more reactive in nature than planned (i.e., emergency replacement of failed water or sewer pipelines) and would not be implemented via a structured program like the CIP.

The No Project/No CIP Alternative would also not meet any of the project objectives. As no improvements would occur, the implementation of current and future CIP projects to ensure continued public health, safety, and welfare for the City's residents and visitors would not be streamlined, nor would related measures be put in place to allow for the continued maintenance, refurbishment, repair, upgrade, and/or replacement of existing public infrastructure and facilities. The construction and operation and maintenance of new capital projects would not occur, nor would a mitigation framework be developed to ensure consistent and effective implementation of environmental protections.

Based on the discussion above, the No Project/No CIP Alternative was considered but rejected from further evaluation in the PEIR.

5.5.2. Alternate Location for Utility Undergrounding Alternative

As the UP represents the most extensive of the planned linear improvements identified in the CIP, the Alternate Location for Utility Undergrounding Alternative was considered to reduce potential impacts that may result from construction of the proposed improvements. The maximum length of individual CIP utility undergrounding projects would be up to 32,000 linear feet (LF), but would be an average length of approximately 15,000 LF, with a maximum trench width of approximately 3 feet and a maximum excavation trench depth of no greater than 10 feet. With the adopted CIP, utility undergrounding improvements would occur within individual districts and would be phased but would ultimately affect most areas of the City.

At a programmatic level, it is assumed that this alternative would involve a similar total linear footage of undergrounded utility lines as the proposed project, but would instead relocate the utility alignments to alternate paths—either to avoid known sensitive resources (i.e., biological or cultural resources) or to avoid (or reduce) potential construction noise or vibration impacts on sensitive land uses. This alternative would implement the utility undergrounding projects based on the City's prioritization criteria. However, to enable utility undergrounding that would fully avoid sensitive resources or receptors, it is anticipated that the City would need to obtain alternate right-of-way or easement lands to accommodate the alternate linear routes. All other planned improvements identified in the adopted CIP (water, wastewater, storm water, streets, facilities, open space) would be implemented with this alternative.

The Alternate Location for Utility Undergrounding Alternative would still implement all of the improvements identified as part of the CIP and would achieve all of the project objectives. A streamlined approach for current and future CIP projects would be achieved, allowing for such projects to be constructed, operated, and maintained over time, while providing a mitigation framework to ensure consistent and effective implementation of environmental protections.

However, relocating the overhead utilities to alternative alignments to avoid sensitive resources or receptors may not be feasible in some instances, due to the need to provide continued utility service to the same area where the affected overhead lines are presently located (i.e., the need for the utility lines to remain in proximity to the ultimate user receiving service). Obtaining additional right-of-way or public lands to accommodate alternate utility routes may also require the City to utilize eminent domain or may raise other community concerns (i.e., as additional property owners would likely be affected). Further, the ability to accommodate such revised alignments once evaluated at a site-specific level may ultimately not be feasible; therefore, it cannot be guaranteed that this alternative could achieve the goal of avoiding all sensitive resources or receptors. For these reasons, the Alternate Location for Utility Undergrounding Alternative was considered but rejected from further evaluation in the PEIR.

5.5.3. Alternate Sites Alternative

Per CEQA Guidelines Section 15126.6(f)(2)(A), the key question and first step in considering an alternate project location is whether any of the significant effects resulting with a project would be avoided or substantially lessened by relocating the project. Only locations that would avoid or substantially lessen any of the significant effects of a project need to be considered for inclusion in the EIR.

The Alternate Sites Alternative considers the option of identifying and making similar needed public infrastructure and facility improvements as the proposed projects, but at other locations within the City. Although the City has adopted its CIP and identified priority and other needed infrastructure improvements through the year 2036, this alternative would result in the identification of other CIP improvement projects that may be needed, and thus would affect similar public rights-of-way, easements, or lands not currently affected by the City's CIP.

Although other street segments, open space lands, and existing public infrastructure and facilities throughout the City would be affected by the Alternate Site Alternative, it is anticipated at a programmatic level of analysis that potential impacts would be similar to those resulting with the proposed project. It can reasonably be assumed that such improvements, occurring in the same seven categories as the proposed project (see Section 2.4.3, Proposed Project Activities), would be of similar scope (Citywide) and would have similar construction requirements and operational characteristics.

As such, some CIP projects would likely still occur within proximity to sensitive receptors (i.e., residences, schools) and may therefore result in significant and unavoidable construction noise impacts, as with the proposed project. Potential significant impacts relative to construction vibration effects would also be anticipated to be similar and reduced to less than significant with mitigation incorporated. Similarly, as the alternate sites would occur throughout the City, locations having a high potential for sensitive biological resources, or for unknown cultural, tribal cultural, or paleontological resources, may be

affected, and impacts would be anticipated to remain similar to those identified with the proposed project; mitigation measures would therefore be required to reduce such impacts to less than significant.

As with the proposed project, the Alternate Site Alternative would meet all of the project objectives. However, as the City has adopted its CIP which extends over the next 10 years and has identified priority and other needed CIP improvements as part of the program, identifying similar improvement projects on alternate sites would result in conflict with the City's adopted CIP. Although infrastructure improvements beyond those identified in the adopted CIP would likely be needed throughout the City over the next 10 years, implementing similar improvements on alternate lands would not achieve established City goals or infrastructure improvement priorities. Additionally, the Alternate Sites Alternative would not avoid or substantially reduce any significant impacts as compared to the proposed project. Therefore, this alternative was considered but rejected from further evaluation in the PEIR.

5.6. Environmentally Superior Alternative

CEQA requires a lead agency to identify an environmentally superior alternative—that is, an alternative that would result in the fewest or least significant environmental impacts, while still achieving the main objectives of the proposed project. If the No Project Alternative is the environmentally superior alternative, CEQA Guidelines Section 15126.6(e)(2) requires that another alternative that could feasibly attain most of the project's basic objectives be chosen as the environmentally superior alternative. The No Project Alternative would not reduce any significant impacts compared to the proposed project. Similar to the proposed project, the No Project Alternative would result in a significant and unavoidable impact from construction noise and would therefore also not avoid or reduce this impact below that resulting with the proposed project.

As described, it is anticipated that the Reduced Streamlining Alternative could result in marginally reduced impacts related to biological, cultural, and paleontological resources, and noise and vibration as compared to the proposed project. However, because Alternative 2 would generally cover only the most straightforward CIP projects with minor improvements, it is estimated this would result in an approximately 85 percent reduction in CIP projects eligible for streamlining under the program. Nonetheless, it is noted that the CIP projects excluded from the CIP streamlining program would not be eliminated from the City's CIP, and would therefore be implemented by the City separate from the City's proposed CIP streamlining program.

Each CIP project excluded from the CIP streamlining program would still be required to undergo independent CEQA reviews, which lessens efficiency by imparting redundant processes, extending processing timelines, and increasing paperwork – all specifically discouraged in CEQA Guidelines Section 15006, Reducing Delay and Paperwork. As shown in Table 5-1, Impact Comparison – Proposed Project Versus Project Alternatives, it is anticipated that Alternative 2 could result in slightly reduced environmental impacts as compared to the proposed project. As a result, Alternative 2 would marginally be considered the environmentally superior alternative. The independent CEQA reviews of the CIP project excluded from Alternative 2 would likely result in similar environmental impacts as the proposed project, as well as similar mitigation requirements to reduce potential impacts.

TABLE 5-1 IMPACT COMPARISON – PROPOSED PROJECT VERSUS PROJECT ALTERNATIVES

Topic	Proposed Project	No Project Alternative (Alternative 1)	Reduced Streamlining Alternative (Alternative 2)
Biological Resources	LTS with Mitigation	=	<
Cultural Resources	LTS with Mitigation	=	<
Geology and Soils (Paleontological Resources)	LTS with Mitigation	=	<
Noise and Vibration	SU	=	<
Tribal Cultural Resources	LTS with Mitigation	=	<

Notes:
LTS+M Less than Significant with Mitigation Incorporated
SU Significant and Unavoidable
= Impact is equivalent to impact of proposed project.
< Impact potential is marginally less than impact of proposed project.

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6.0 OTHER CEQA CONSIDERATIONS

This section addresses those topics requiring evaluation under CEQA Guidelines Section 15126, which requires that all aspects of a project be considered when evaluating its impact on the environment, including planning, acquisition, development, and operation. As part of this analysis, a PEIR must also identify: (1) significant irreversible environmental changes that would result from implementation of the proposed project; and (2) growth-inducing impacts of the proposed project. Each of these topics is discussed in greater detail below.

It is noted that CEQA Guidelines Section 15126 requires a PEIR to identify significant and unavoidable environmental effects of the proposed project, which is included in the Executive Summary of this PEIR.

6.1. Significant and Irreversible Environmental Changes

Section 15126.2(d) of the CEQA Guidelines requires a PEIR to discuss the significant irreversible environmental changes that would result from implementation of a proposed project. Examples include a project's primary or secondary impacts that would generally commit future generations to similar uses (i.e., highway improvements at the access point); uses of nonrenewable resources during the initial and continued phases of the project (because a large commitment of such resources make removal or non-use thereafter unlikely); and/or irreversible damage that could result from any potential environmental accidents associated with the project.

The physical effects of project implementation on the environment are addressed in Sections 3.1 through 3.7 and Chapter 4.0 of this PEIR.

Due to the nature of the projects and the improvements to be implemented over time, long-term irreversible environmental changes (such as an increase in local and regional traffic and associated air pollutants and greenhouse gas emissions; an increase in the volumes of solid waste and wastewater generated in the area; or an increase in water consumption) are not anticipated, as they would be anticipated for a typical development project (i.e., a residential subdivision or commercial building).

Project construction and maintenance of the planned infrastructure improvements would require the commitment of energy, natural resources, and building materials. Nonrenewable and limited resources that may be consumed with project development would include oil, natural gas, gasoline, sand and gravel, asphalt, water, steel, and similar materials. Nonrenewable fuels would be used by construction equipment, haul trucks, and worker vehicles.

Nonrenewable energy would also be expended during the harvesting and mining of natural resources such as wood and aggregate, and during the subsequent manufacturing of construction materials such as concrete and wood framing (i.e., framing for retaining walls; expansion of the Community Building at Shores Park). Post-construction consumption of nonrenewable resources would include the use of electricity and water for ongoing maintenance purposes. This energy use would be a long-term commitment and irretrievable.

However, the proposed project would not result in an unusually high demand for nonrenewable resources and would be consistent with applicable state and local goals and policies directed at reducing reliance on fossil fuels and encouraging renewable energy. As applicable, some project components (e.g., addition to Community Building at Shores Park; public restrooms and concessions at North Beach) would be required to meet Title 24 energy efficiency requirements in place at the time when improvements are undertaken, thereby resulting in structures that achieve greater energy efficiency. Adherence to applicable state and local regulations may further reduce energy demands through restrictions placed on the use of construction equipment (i.e., turning off idling equipment after five minutes, or more energy-efficient equipment). Refer to Section 3.2, Air Quality, and Section 4.3, Energy Conservation, for additional discussion.

6.2. Growth-Inducing Impacts

CEQA Guidelines Section 15126.2(e) requires that a PEIR discuss a project's potential to foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. The CEQA Guidelines also indicate that it must not be assumed that growth in any area is necessarily beneficial, detrimental, or of little significance to the environment. This section analyzes such potential growth-inducing impacts, based on criteria suggested in the CEQA Guidelines.

In general terms, a project may foster spatial, economic, or population growth in a geographic area if it meets any one of the following criteria:

- Removes an impediment to growth (e.g., establishes an essential public service or provides new access to an area).
- Fosters economic expansion or growth (e.g., changes revenue base, expands employment).
- Fosters population growth (e.g., constructs additional housing), either directly or indirectly.
- Establishes a precedent-setting action (e.g., an innovation, a change in zoning, or a general plan amendment approval).
- Develops or encroaches on an isolated or adjacent area of open space (distinct from an infill type of project).

Should a project meet any one of the above-listed criteria, it may be considered growth inducing. Potential growth-inducing impacts of the proposed project are evaluated against these five criteria in this section.

CEQA Guidelines Section 15126.2(e) requires that a PEIR "discuss the ways in which the proposed project could foster economic or population growth" and "discuss the characteristic of some projects which may encourage and facilitate other activities that could significantly affect the environment, either individually or cumulatively." However, the CEQA Guidelines do not require that a PEIR predict (or speculate) specifically where such growth would occur, in what form it would occur, or when it would occur. The answers to such questions require speculation, which CEQA discourages (see CEQA Guidelines Section 15145).

6.2.1. Removal of a Barrier to Growth

Obstacles to growth are primarily due to the existing developed condition of the surrounding area, feasibility of development, economic constraints, permitting, or other development restrictions and regulations promulgated by local agencies. Several types of projects can induce population growth by removing obstacles that prevent growth. An example would be the expansion of a wastewater treatment plant that would accommodate additional sewer connections within a service area and therefore would allow for future construction and growth that may not have otherwise been feasible. Extension of utility lines (e.g., water, sewer) or other infrastructure or services (e.g., fire protection services) may also induce growth, as such improvements allow for not only the development responsible for expanding the infrastructure, but also other projects proposed in the surrounding area due to the availability of new (i.e., previously inaccessible) infrastructure.

As the City is largely built out, properties within the City are generally either served by existing utilities and adequate public services (i.e., water, sewer, fire protection services), have the ability to connect to existing utilities, or can be served by public services within the vicinity. Project implementation would result in improvements to and/or replacement of existing infrastructure facilities, generally prioritized on failure risk and/or consequences, as well as limited new construction at public facilities. The CIP improvements identified with the project would not remove barriers to growth related to the unavailability or inadequate access to existing utility systems or service infrastructure. As such, the project would not induce growth as a result of newly available infrastructure or services.

As the proposed project would allow the implementation of the City's planned and future CIP projects, the project would be consistent with and would not modify approved land use and zoning designations, which generally do not apply to public property, easements, and/or rights-of-way (i.e., utilities and roadways) or where certain facility improvements may occur on lands with designated land use and zoning classifications (i.e., open space or parkland).

For the reasons above, project implementation would not directly or indirectly foster growth, remove growth constraints, or otherwise stimulate growth. Growth-inducing impacts are therefore precluded as the project would not affect the feasibility of development in the area, remove an obstacle to growth, or affect adopted development restrictions.

6.2.2. Economic Growth

The timing, magnitude, and location of land development and population growth in a community or region are based on various interrelated land use and economic variables. Key variables include regional economic trends, market demand for residential and nonresidential uses, land availability and cost, the availability and quality of transportation facilities and public services, proximity to employment centers, the supply and cost of housing, and/or regulatory policies or conditions.

The project would have the potential to contribute to economic growth as the result of construction. Project construction would be performed by independent contractors hired by the City. In general, construction workers are anticipated to come from the local labor pool, which would therefore not result in new growth in the area, due to the short-term and temporary nature of their employment. Although

some anticipated CIP projects may require longer durations to complete, given the short-term nature of construction, such activities are not expected to substantially affect the City's economic growth.

Over the long-term, project operations are not anticipated to foster substantial economic growth. Due to the nature of the improvements, it is expected that project operation and maintenance would be performed by current City staff and there would be no requirement to hire new City staff to oversee or manage implementation of the City's CIP projects; however, this may be determined on a project-by-project basis. If new staffing is required, it is anticipated that such staffing would be met by the existing local employment market available in San Diego County. Project operations would therefore not increase demand for new housing in the area, nor induce related population growth. A new source of substantial economic growth would not be generated.

6.2.3. Population Growth

The majority of the approved CIP projects for FY 2026-2027 (included in Table 2-2 at the end of Chapter 2.0) are non-capacity related improvements and would not directly or indirectly induce growth; no new housing or facilities that would enable substantial new population growth would result. Rather, the anticipated CIP improvements are aimed at minimizing the risk of upset or failure of existing facilities and providing enhancements to meet other anticipated public recreational and safety needs. The proposed replacement and/or rehabilitation improvements, generally based upon age and/or condition, would improve the integrity of such facilities over the long term. Due to the nature of the proposed improvements, the project is not anticipated to directly or indirectly induce population growth within the City.

6.2.4. Establishment of a Precedent-Setting Action

The CIP is intended to identify and plan for the City's current and future capital infrastructure and facility needs, and outlines plans for capital projects, major maintenance, refurbishments, and substantial equipment purchases. Improvements planned with the CIP are not considered to be precedent-setting actions (defined as any act, decision, or case that serves as a guide or justification for subsequent situations), and similar projects are commonly undertaken on a regular basis by jurisdictions.

Due to the nature of the CIP improvements identified, such projects are not considered to have growth-inducing effects, and their potential to enable or encourage growth is not anticipated with buildout of the Community Plan. Implementation of the CIP program would be consistent with the City's Community Plan and Local Coastal Program, as applicable, and would allow for improvements and maintenance activities needed to support buildout of the Community Plan over time as intended by the City. Therefore, the project would not represent a precedent-setting action that would encourage or allow for unplanned future growth within the area.

6.2.5. Encroachment on Open Space

All construction activities would occur within publicly owned property or easements and public rights-of-way, generally on developed and disturbed lands that presently support the facilities to be replaced or improved over time (water, sewer, storm water, streets) with project implementation. As such, the majority of lands that would be affected by the project is not designated as open space.

However, as indicated in Chapter 2.0, the CIP includes open space projects to address maintenance needs for the City's existing and future open space amenities, including City parks, trail connections, the beach, and lifeguard facilities. The proposed improvements are consistent with the goals and policies relating to parks, recreation, environmental management, and public safety identified in the Environmental Management section of the Community Plan.

Construction related to improvements and repairs of existing and future public open space facilities include minor interior and exterior repairs. As stated, the majority of such construction activities would occur on City property or within public rights-of-way within or along existing roadways. No encroachment into designated open space lands, or conversion of designated open space lands to a developed condition, would occur with the proposed project. Project implementation would therefore not cause a growth-inducing impact as a result of development or encroachment on an isolated or adjacent area of open space.

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