

# ES EXECUTIVE SUMMARY

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## ES.1 OVERVIEW

This Environmental Impact Report (EIR) includes an evaluation of potential environmental impacts in accordance with the California Environmental Quality Act (CEQA) associated with voter approval of the Marisol Specific Plan (Specific Plan or proposed project). The Specific Plan would amend local land use documents (i.e., the Community Plan, Zoning Code, and Local Coastal Program) to identify the development of a commercial resort in the northwestern corner of the City of Del Mar, California (or Del Mar). This Executive Summary includes an overview of the project objectives and project description, each significant effect with proposed mitigation measures and alternatives that would reduce or avoid that effect, environmental areas of controversy raised by agencies and the public during the preparation of this EIR, a discussion of the public review period for this EIR, and issues to be resolved including the choice among alternatives and whether or how to mitigate impacts.

The City of Del Mar prepared this EIR to provide decision makers, the public, and responsible agencies with information about the potential adverse effects on the environment associated with the proposed project. The proposed project involves voter approval of the Specific Plan via public vote (i.e., the Marisol Specific Plan Initiative or Initiative), which would replace the existing low-density residential land use designations with commercial, resort, and open space designations. Responsible agencies can use this EIR to fulfill their legal authority associated with permits issued for the proposed project. The analysis and findings in this document reflect the independent judgment of the City of Del Mar.

### ES.1.1 LOCATION AND SETTING

The Specific Plan pertains to a total of 17.45 acres (project site or Specific Plan Area), located south of Border Avenue and primarily west of Camino del Mar, of which 11.80 acres would be identified for development with a resort, 3.07 acres would be identified for parkland and passive open space, and the remaining 2.58 acres is a combination of City of Del Mar right-of-way areas and areas that would be protected as they comprise coastal bluffs and steep slopes. A portion of one of the parcels (APN 298-241-07) includes about 0.67 acre east of Camino del Mar within the San Dieguito Lagoon (Lagoon); however, the remainder of the project site is located west of Camino del Mar. The project site is in a coastal residential area adjacent to multi-family residential development to the north in the City of Solana Beach (or Solana Beach); a restaurant, the Lagoon, and the Del Mar Fairgrounds and the Del Mar Racetrack to the east; the North Bluff Preserve (also known as the James Scripps Bluff Preserve and herein referred to as the Preserve) and North Beach (also known as Dog Beach) to the south; and the Pacific Ocean to the west.

The project site is mostly vacant, with the exception of a single-family house, and the perimeter is fenced and not accessible to the public. Previous development within the project site was residential, most of which has been removed. Portions of project site are designated for low-density residential development and include the following overlay zones: Bluff, Slope, and Canyon (BSC) Overlay; Coastal Bluff Overlay; and Beach Overlay. The project site is also located within the Coastal Zone.

Topography within the center of project site is generally flat and consists of a coastal terrace at an elevation between 65 and 80 feet above mean sea level (amsl); however, elevations in the northern part of the project site reach about 93 feet amsl and areas near North Beach at the toe of the coastal bluffs

are near sea level. Steep slopes occur at the eastern, southern, and western edges of the project site as the slope into the Pacific Ocean to the west, the Preserve and North Beach to the south, and the Lagoon to the east. The project site drains to the east and west across the site and over the bluffs into the Lagoon and Pacific Ocean, respectively. Vegetation on the project site generally includes ornamental landscaping (including Monterey Cypress and Torrey Pine trees) and non-native land cover, and about 0.66 acre of southern coastal bluff scrub, a sensitive native vegetation community.

## **ES.1.2 PROJECT DESCRIPTION**

The proposed project includes the adoption of a Specific Plan via the Initiative process by the citizens of the City of Del Mar to amend the City of Del Mar's Community Plan, Zoning Map, and Local Coastal Program. If the Specific Plan is approved, these proposed amendments would guide future development at the project site; however, physical development of the project site would be subject to subsequent review by the City of Del Mar of a formal project application, which has not been submitted at the time this EIR was prepared. The formal project application would consist of requests for a Coastal Development Permit (CDP), Subdivision Map, Design Review Permit, Land Conservation Permit, Tree Removal Permit, Development Agreement, Irrevocable Offers of Dedication to the City of Del Mar, and Encroachment Permits for work within public right-of-way.

The Specific Plan identifies the potential for a resort on the project site with a range between 118 and 182 units and a total of 410,970 square feet (sf) of development within 11.80 acres of the 17.45-acre project site. At the lower end of the range of individual units that could be developed, the Specific Plan identifies 65 hotel guest rooms, no lower-cost visitor serving accommodations (if an in-lieu fee is accepted instead), 31 villas, and 22 affordable housing units. At the higher end of the range of units, the Specific Plan identifies 146 hotel guest rooms (65 plus an additional 81 hotel guest rooms with the division of 27 villas into three separate hotel guest rooms each), 10 lower-cost visitor serving accommodations, 4 villas (as 27 villas would be separated into hotel guest rooms under the maximum unit count), and 22 affordable housing units. Other improvements would include a total of approximately 1.5 miles in new trails, comprised of a future bluff top trail network and paved public amenity trail (or loop trail) that would provide connections to the existing bluff top trail in the Preserve.

Resort parking would be included on site in an underground parking garage with 408 off-street parking stalls, including 27 parking spaces reserved for the general public and 40 electric vehicle (EV) charging stations. Resort building setbacks include a minimum 40-foot buffer from the edge of nearby coastal bluffs or in accordance with the factor of safety as recommended by a geotechnical engineer, 20 feet from the top of non-coastal steep slopes and Border Avenue, 10 feet from the entrance driveway, and 30 feet from the Preserve. Buildings would range between one and three stories and would not exceed 46 feet in height. Resort amenities would include conference and event space, pools and event gardens, and other commercial uses, and would be open to the public.

Public utilities to serve future development would include connections to potable and reclaimed water, sewer, and storm water systems. Connections to City of Del Mar sewer and storm water systems would be made within Camino del Mar and Via de la Valle to existing infrastructure. Potable and reclaimed water service would be provided by the City of Del Mar and would require off-site improvements to construct a water line, generally from the intersection of Camino del Mar and Via de la Valle extending along one of two alignments along either Via de la Valle or Camino del Mar. Other improvements identified in the Marisol Specific Plan Initiative include a public access stairway and public restrooms to replace the temporary restrooms at North Beach, as well as a Beach Nourishment Plan that would

include an annual contribution or endowment to fund the Beach Nourishment Plan. Project construction is estimated to occur over 26 months over five phases, beginning in October 2020 and ending in November 2022.

### **ES.1.3 PROJECT OBJECTIVES**

The Initiative includes a list of objectives that are intended to be achieved by the proposed project. A total of 11 objectives are identified, including the following:

1. Preserve and protect the scenic coastal bluffs and steep slope areas from the adverse impacts of erosion and sedimentation by establishing land use sub-designations that serve as buffers;
2. Establish development standards and design guidelines to achieve a high-quality visitor-serving development that addresses the physical site constraints and results in visually attractive and sustainable buildings, landscaping, parkland/passive open space, and amenities;
3. Plan for future sea level rise and bluff retreat projections through the use of the best available science, consistent with state guidance. Utilize an adaptive design approach to ensure no future loss of coastal public access or recreation amenities;
4. Establish an environmentally sensitive multimodal circulation system that enhances linkages to existing trail systems in the vicinity, to North Beach, and to other uses that serve the local community;
5. Implement a loop trail around the perimeter of the Marisol Specific Plan Area to achieve complete connectivity and “walk-out” nodes that will enhance the public access experience;
6. Provide sufficient and secure off-street parking, which not only satisfies the needs of the Specific Plan uses, but also includes designated public parking spaces screened from view from the public right-of-way;
7. Facilitate the development of visitor-serving accommodations and parkland and passive open space with public and private amenities consistent with the goals and policies of the Del Mar Community Plan and the City's Local Coastal Program, as amended by the Marisol Specific Plan Initiative;
8. Establish a site plan and building design that create a strong sense of place and which recognize and protect the unique features of the Marisol Specific Plan Area as a valuable asset for the community of Del Mar;
9. Provide villas, some of which are available as hotel guest rooms when not in use by owners;
10. Provide 22 affordable housing units to assist the City in fulfilling its housing goals; and
11. Facilitate the development of lower-cost shared visitor-serving accommodations.

## ES.2 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Table ES-1, *Project Environmental Impacts and Mitigation Measures*, provides a complete list of significant or potentially significant impacts, mitigation measures, and the resulting level of significance after mitigation. As shown, the proposed project would result in significant unavoidable adverse impacts to traffic and a statement of overriding considerations would be needed for the City of Del Mar to approve subsequent project approvals allowing physical development of the project site.

## ES.3 ISSUES RAISED DURING PUBLIC SCOPING

This EIR addresses environmental issues associated with the proposed project that are known to the lead agency or were raised by agencies or interested parties during the Notice of Preparation (NOP) public/agency review period. The NOP was circulated for a 30-day public comment period between September 29 and October 30, 2017. A public scoping meeting was held at the former temporary Del Mar City Council Chambers at 2010 Jimmy Durante Boulevard, Suite 120, on October 11, 2017. At the public scoping meeting, a total of 42 people included their name on a sign-in sheet, 20 people submitted written comments, and nine speaker slips were filled out to provide a 3-minute oral comment at the meeting. During the 30-day public comment period, a total of 53 letters were received, mostly from residents of the cities of Del Mar and Solana Beach; however, letters were also received from the City of Solana Beach, the San Diego Association of Governments (SANDAG), the North County Transit District (NCTD), the 22<sup>nd</sup> District Agricultural Association, the California Department of Transportation (Caltrans), and the Viejas Band of Kumeyaay Indians. Table ES-2, *Summary of Public Comments Received*, illustrates the frequency and type of CEQA-related written comments received during the public comment period. Oral comments given at the scoping meeting were similar to the written comments submitted during the NOP period. As shown, the majority of the public comments included environmental concerns related to transportation and traffic, aesthetics, geology, and noise, which represented more than 70 percent of the public comments received. The remainder of public comments mentioned concerns related to air quality/greenhouse gas emissions; biological resources; hydrology and water quality; cultural resources; land use and planning; and utilities, service systems and energy. No public comments were received related to potential environmental impacts related to agricultural resources, mineral resources, hazards and hazardous materials, population and housing,<sup>1</sup> public services, or recreation. A discussion of the predominant issues raised during the public scoping period, including transportation and traffic, aesthetics, geology, and noise is provided below, followed by a summary of comments relating to other environmental topics. Copies of the comment letters are provided as part of Appendix A, as well as sign-in lists of attendees to the public scoping meeting and copies of the NOP.

**Transportation and Traffic.** Comments related to traffic included concerns about impacts on surrounding roadways, including Camino del Mar, Via de la Valle, Border Avenue, and South Sierra Avenue. These roadways were characterized by commenters as congested under existing conditions, including during events at the Del Mar Fairgrounds and during the summer months when the beaches and coastal areas are heavily used. Concerns were also raised about the project entrance at Border Avenue/South Sierra Avenue related to safety and congestion. Two comments suggested that the project access be either relocated or a secondary access be added to Camino del Mar. Operational issues related to taxis and ride share operators were also raised. Cumulative traffic concerns related to a mixed-use project on Sierra/Dahlia Drive were mentioned by several commenters. Several commenters

<sup>1</sup> While some public comments were received that related to affordable housing, they did not relate to the potential for the proposed project to induce substantial population growth or displace people.

suggested that parking be evaluated in the EIR. One comment mentioned issues related to accessing Via de la Valle from Solana Circle. Other commenters added that emergency vehicles will be impacted by traffic issues in the area. One of the comment letters estimated that the proposed project would generate 3,000 to 3,850 trips per day. Refer to subsection 4.11, *Transportation and Traffic*, presents a detailed evaluation of potential traffic-related impacts.

A letter from Caltrans requested that a traffic study be prepared to analyze the near- and long-term impacts to their facilities (e.g., freeway onramps and segments). Specifically, freeway ramps at Interstate 5 (I-5) were requested for northbound (NB) and southbound (SB) ramps at Via de la Valle, Lomas Santa Fe Drive, and Del Mar Heights Road, in addition to segments of I-5 between Lomas Santa Fe Drive and Via de la Valle, and Via de la Valle to Del Mar Heights Road. The geographic area for the traffic study was recommended to include Caltrans' highway facilities where the proposed project would add over 100 peak hour trips, or where 50 to 100 peak hour trips would be added to facilities that are experiencing noticeable delays. Caltrans also requested that the traffic study include a queue analysis for freeway ramps, including ramp metering, as well as an analysis of weekday peak hours and weekend operations. A letter from the 22<sup>nd</sup> Agricultural District requested that a traffic study analyze area intersections, street segments, freeway ramps, and freeway mainline segments.

**Aesthetics.** Public comments related to aesthetics mostly focused on the height of the proposed project as it relates to changes to public and private views (of the ocean, sunset, and stars), community character, and lighting (both blocking natural light and introducing artificial light). Public views of concern included views from the San Dieguito Lagoon, south of the proposed project, which included that the existing bluff is an "iconic" view from southern areas. One comment asked that public views from surrounding public viewpoints be included but did not specifically note any public viewing areas.

Related to community character, the City of Del Mar was referred to by commenters as "a small beach community" and "a village community" with a "beach community feel," and concerns were expressed regarding consistency of a four-story resort with this character. One commenter stated that the location of the proposed project at the entrance to the City of Del Mar would give the impression of a dense community, which is not consistent with the area nor desired by residents. Another commenter added that the proposed project would result in a "constant stream of celebrations that will change the character of the existing neighborhoods." Other comments were more specific to the design of the project and noted that the proposed buildings had a sleek and modern look inconsistent with the Spanish architecture in the area. Other commenters thought that a craftsman-style building would fit better with the neighborhood. Several commenters added that a two-story development would blend in more with the community, and an example of the L'Auberge Del Mar Resort was mentioned. Other suggestions included using setbacks to avoid line-of-sight impacts.

One comment letter noted issues of height, density, bulk, and character related to four-story development and referenced City of Del Mar Planning Commission meetings from 2001 where a development proposal on part of the proposed project site was scrutinized for aesthetic issues. The letter stated that views would be blocked from the Del Mar Beach Club, surrounding hillsides, and possibly some levels of the Del Mar Racetrack. The letter also noted that the City of Del Mar Community Plan's primary goal "is to preserve and protect that unique environmental quality which is the Del Mar Experience." Another commenter noted that the EIR should discuss the proposed project's proximity and relationship to the adjacent public James Scripps Bluff Preserve, which adds open space character to this part of the community. Light pollution concerns were raised as they relate to impacts on existing views of nighttime stars and as they relate to blocking sunset views and daylight from areas that would

be shaded by the proposed project. Refer to subsection 4.1, *Aesthetics*, for an evaluation of impacts related to the proposed project, which addresses potential environmental impacts related to community character, views, and lighting received during the 30-day NOP comment period.

**Geology and Soils.** Due to the proposed project's location on the top of a coastal bluff, one of the repeated public concerns and comments for the proposed project is related to bluff erosion and stability. Several commenters thought that a 40-foot setback was not enough to address bluff erosion and safety concerns. One resident of Solana Beach noted that they had seen the bluff in the northern portion of the project site retreat by 20 feet, including a fence that fell down the cliff on three separate occasions over 30 years. Several residents on South Shore Drive wrote a letter that noted that the existing seawall north of the project results in bluff erosion at a faster rate and suggested that a 75-year erosion line be incorporated into the setbacks. Another commenter suggested that the analysis incorporate a science-based approach that considers long-term erosion rates and sea level rise. A link to a memorandum from the California Coastal Commission (CCC), dated January 16, 2003, was included with reference to a section titled "Summary: Defining the Total Setbacks for Bluff-Top Development." One specific comment asked that the EIR evaluate the erosion rate including recent data on sea level rise, the existing seawall, and existing sea caves that destabilize the bluff and indicate unstable soils. Some comments suggested that the proposed underground parking and footings/foundations for the proposed buildings could weaken or damage the bluff and result in increased bluff erosion. Refer to subsection 4.5, *Geology and Soils*, for an evaluation of project impacts related to these issues.

**Noise.** Concerns related to noise were generally associated with operations at the proposed project. Residents of the Del Mar Beach Club and other residents in Solana Beach expressed concerns about noise that would be generated at the project site, which is generally quiet under existing conditions. Specific types of operational noises of concern that were mentioned in public comment letters included noise from guests, heating, ventilation, and air conditioning (HVAC) equipment, restaurants, events, delivery trucks, wedding disc jockeys, and live music. Current noises in the area were characterized as ocean and cricket noise, as well as occasional events at the Del Mar Fairgrounds and Brigantine restaurant. Refer to subsection 4.9, *Noise*, for an evaluation of project impacts related to noise.

**Other Environmental Topics.** Comments related to land use and planning issues included providing public access to coastal views and preserving access to the adjacent James Scripps Bluff Preserve. Comments related to air quality/greenhouse gases referenced emissions due to increases in traffic. Concerns with impacts on biology were noted in general and as they related to the San Dieguito Lagoon. Comments related to hydrology and water quality were specific to runoff and the potential to pollute the ocean and nearby San Dieguito River. A few people commented that they were concerned that any tribal interest in the project site could result in a casino development. Finally, one comment was received asking that water conservation measures be considered.

## ES.4 PROJECT ALTERNATIVES

Section 15126.6 of the State CEQA Guidelines requires the discussion of "a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project" and the evaluation of the comparative merits of the alternatives. The alternatives discussion is intended to "focus on alternatives to the project or its location which are capable of avoiding or substantially lessening any significant effects of the project," even if these alternatives would impede to some degree the attainment of the project objectives. The EIR addresses the No Project (No Build)

Alternative, the No Project (Existing Land Use, Zoning, and Lot Configurations) Alternative, the Single-Family Residential (Existing Land Use and Zoning with Lot Reconfigurations) Alternative, and the Reduced Project (Specific Plan) Alternative. Alternatives to the project are evaluated in full in Section 7.0, *Alternatives*, of this EIR. A summary comparison of the impacts associated with the proposed project with the impacts of the project alternatives is included in Table ES-3, *Comparison of Project and Alternative Impacts* with the Single-Family Residential (Existing Land Use and Zoning with Lot Reconfigurations) Alternative identified as the Environmentally Superior Alternative.

#### **ES.4.1 No Project (No Build) Alternative**

Under the No Project (No Build) Alternative, no physical changes would occur and the site would remain as it does under existing conditions (see EIR Section 2.0, *Environmental Setting*, for a description of the existing site conditions). Specifically, the project site would remain as a primarily vacant and disturbed mesa top surrounded by coastal bluffs with a single-family residence, associated single-story buildings, landscaping and irrigation improvements, and a driveway that extends to just west of the Camino del Mar/Via de la Valle intersection. Components associated with the project would not occur, including utilities improvements; public access through the project site via a future bluff top trail network and paved public amenity trail; traffic improvements to the surrounding roadway network; stormwater improvements to reduce runoff over the western bluff edge; new public restrooms and a staircase at North Beach; affordable lodging; and additional public parking spaces. Also, the existing driveway near the northeastern corner of the project site would remain as it does under existing conditions.

The No Project (No Build) Alternative would avoid the potentially significant but mitigable impacts of the proposed project to aesthetics, biological resources, cultural and tribal cultural resources, geology and soils, land use and planning, and noise and vibration, as well as the significant and unmitigable impacts to transportation and traffic. This alternative; however, would not meet any of the project objectives.

#### **ES.4.2 No Project (Existing Land Use, Zoning, and Lot Configurations) Alternative**

Under the No Project (Existing Land Use, Zoning, and Lot Configurations) Alternative, the existing low-density residential land use and zoning designations as well as the existing lot configurations would continue to apply to the project site. Under this alternative, no additional lots would be modified, created, or subdivided, and development would proceed in accordance with existing development regulations. As a result, this alternative is assumed to allow up to six additional single-family residences to be constructed. Specifically, this alternative would involve the development of four residential estates on the Whalen property and two residential estates on the Lazier property. The existing 5,800-sf residence on the Gilbert property would remain and would not be modified under this alternative (see Table 2-1 for a description of the ownership of parcels). The six additional residences would be built at up to two stories or 26 feet in height, which is the current height restriction at the project site.

Several components associated with the project would not occur, including utilities improvements; traffic improvements to the surrounding roadway network; new public restrooms and a staircase at North Beach; affordable lodging; and additional public parking spaces. The existing driveway near the northeastern corner of the project site would be reconfigured to move away from Camino del Mar to better serve the six new residential estates and existing residence. Public access through the site would be made a condition of approval as part of permit review by the City of Del Mar in order to provide lateral coastal access between the City of Del Mar Coastal Viewing Access Easement and the Preserve.

Lastly, bluff erosion issues on the western side of the project site would be addressed during permit review and would be enforced by the City of Del Mar through compliance with the requirements of the existing Bluff, Slope, and Canyon Overlay Zone that would continue to apply to development at the project site under this alternative.

The No Project (Existing Land Use, Zoning, and Lot Configurations) Alternative would reduce the potentially significant but mitigable impacts of the proposed project to aesthetics, biological resources, cultural and tribal cultural resources, geology and soils, land use and planning, and noise and vibration, and would avoid the significant and unmitigable impacts to transportation and traffic. This alternative; however, would not meet most of the project objectives.

#### **ES.4.3 Single-Family Residential (Existing Land Use and Zoning with Lot Reconfigurations) Alternative**

Under the Single-Family Residential (Existing Land Use and Zoning with Lot Reconfigurations) Alternative, the existing low-density residential land use and zoning designations would continue to apply to the project site; however, 15.88 acres within the project site (including the 16.55 acres of private property minus the 0.67 acre located east of Camino del Mar which would not be buildable) would be subdivided to create a total of 23 single-family residential lots, which is the maximum amount of single-family residential development that would be allowed under existing land use and zoning designations. The development of the 23 lots could include two-story residences up to 26 feet in height.

Several components associated with the proposed project would not occur, including utilities improvements, traffic improvements to the surrounding roadway network; new public restrooms and a staircase at North Beach; affordable lodging; and 27 additional public parking spaces. The existing driveway near the northeastern corner of the project site would be reconfigured to move away from Camino del Mar to better serve the 23 new residences and existing residence. Also, public access through the site would be required as part of permit review by the City of Del Mar and would be made a condition of approval if the project site were to be developed pursuant to existing development regulations. Lastly, bluff erosion on the western side of the project site would be addressed during permit review and would be enforced by the City of Del Mar through compliance with the requirements of the existing Bluff, Slope, and Canyon Overlay Zone that would continue to apply to development at the project site under the Single-Family Residential (Existing Zoning) Alternative.

The Single-Family Residential (Existing Land Use and Zoning with Lot Reconfigurations) Alternative would reduce the potentially significant but mitigable impacts of the proposed project to aesthetics, biological resources, cultural and tribal cultural resources, geology and soils, land use and planning, and noise and vibration, and would avoid the significant and unmitigable impacts to transportation and traffic. This alternative; however, would not meet most of the project objectives.

#### **ES.4.4 Reduced Project (Specific Plan) Alternative**

The Reduced Project (Specific Plan) Alternative considers resort development at a reduced intensity at which a potentially significant environmental impact would be eliminated or reduced, in accordance with State CEQA Guidelines Section 15126.6(b). Under this alternative there would still be modifications to the City of Del Mar's Community Plan and Zoning Code, as well a Local Coastal Program Amendment (LCPA). As the environmental impacts identified in EIR Section 4, *Environmental Analysis*, were concluded to be reduced to less than significant with identified mitigation, except for traffic, this



alternative was developed by determining how much of a reduction in development would be necessary to avoid a significant and unmitigable traffic impact. Specifically, an approximately 41 percent reduction in the amount of guest rooms/units was determined to be necessary to avoid potentially significant and unmitigable traffic impacts. The Reduced Project (Specific Plan) Alternative therefore includes the development of a resort with a maximum of 107 units, including 39 guest rooms, 21 villas (18 of which would be divisible into 3 units each, totaling 54 additional guestrooms), 4 affordable housing units, and 7 lower-cost shared visitor-serving accommodations. Other resort development, such as the hotel amenities, commercial retail, special event space, meeting space, and back of house facilities would similarly be reduced by about 41 percent. While a site plan layout has not been prepared to reflect a potential design of the Reduced Project (Specific Plan) Alternative, this alternative assumes that similar areas of the project site would be developed as shown on EIR Figure 3-2; however, it is also assumed that building heights would likely be reduced from up to three stories or 46 feet with the project, up to two stories or about 30 feet under this alternative.

Other components associated with the proposed project would also occur, including utilities and traffic improvements in the surrounding roadway network; new public restrooms and a staircase at North Beach; affordable lodging (at an approximate 41 percent reduction); and additional public parking spaces (also at a 41 percent reduction, or approximately 16 parking spaces). The existing driveway near the northeastern corner of the project site would be reconfigured to move away from Camino del Mar and public access through the site would be provided, both similar to the proposed project.

The Reduced Project (Specific Plan) Alternative would have similar potentially significant but mitigable impacts to biological resources, cultural and tribal cultural resources, and land use and planning. Impacts on aesthetics, geology and soils (paleontological resources), and noise and vibration would be reduced compared to the proposed project but would remain less than significant with mitigation. While impacts at Camino del Mar/27<sup>th</sup> Street and Camino del Mar/Coast Boulevard would be avoided under the Reduced Project (Specific Plan) Alternative, operations at these intersections could be worse because existing deficient operations would remain and would not be improved with mitigation under the proposed project. Also, other significant and unavoidable transportation and traffic impacts would remain along Via de la Valle during the fair weekday and associated with queuing at Highway 101 (Camino del Mar)/Via de la Valle (Border Avenue). The Reduced Project Alternative would meet most of the project objectives (6 of the 11 project objectives); however, traffic conditions at the intersections of Camino del Mar/ 27<sup>th</sup> Street and Camino del Mar/Coast Boulevard would not be improved and existing operating conditions at these intersections may be worse than the post-mitigation condition associated with the proposed project (depending on which mitigation measure option is selected).

## **ES.5 PUBLIC REVIEW FOR THE DRAFT EIR**

This EIR will be made available to members of the public, agencies, and interested parties for a 45-day public comment period in accordance with Section 15105 of the State CEQA Guidelines. Public comment on the EIR is intended to focus “on the sufficiency of the document in identifying and analyzing the possible impacts on the environment and ways in which the significant effects of the project might be avoided or mitigated” (14 California Code of Regulations [CCR] 15204). The Notice of Completion (NOC) of the EIR will be filed with the State Clearinghouse (SCH) as required by Section 15085 of the State CEQA Guidelines. In addition, the Notice of Availability (NOA) of the EIR will be distributed pursuant to Section 15087 of the State CEQA Guidelines. Interested parties may provide comments on the EIR in written form. This EIR and all related technical appendices are available for review upon request during the 45-day public comment period at the following locations:

- Del Mar City Hall: 1050 Camino del Mar
- Del Mar Public Library: 1309 Camino del Mar
- City of Del Mar website: [www.delmar.ca.us/](http://www.delmar.ca.us/)

Once the 45-day public comment period has concluded, the City of Del Mar will review all public comments on the EIR, provide written responses to comments, and revise to the EIR text, if necessary. The final Mitigation Monitoring and Reporting Program (MMRP) will be incorporated into the Final EIR. The Final EIR will include all comment letters received, final written response to comments, and edits made to the EIR as a result of public review/comment, if any.

**Table ES-1  
PROJECT ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES**

Issue	Impact	Mitigation Measure(s)	Significance After Mitigation
<b>Aesthetics</b>			
Threshold (c) (Degradation of Existing Visual Character or Quality or Conflict with Regulations Governing Scenic Quality)	<b>AES-1:</b> The presence of built development close to the more “natural” experience of the Preserve and the proposed resort buildings would introduce a discordant note that would result in a substantial change to existing conditions and a significant environmental impact.	<b>MM AES-1: Enhanced Landscaping Plan.</b> As part of the Design Review permit application, the project applicant shall prepare a detailed Enhanced Landscaping Plan for the southern boundary of the resort. The plan shall be prepared by a qualified landscape architect, as determined by the City of Del Mar, and shall specify all proposed plants for the strip between the structures and the Preserve. No invasive plants shall be included and the palette shall incorporate plants providing both width and height to obscure all of the ground floor structure and portions of the second story, as feasible.	Less than Significant
Threshold (d) (New Substantial Sources of Light or Glare)	<b>AES-2:</b> Project implementation would substantially increase of the amount of operational lighting on the mesa top in comparison to existing conditions. This introduction of multiple sources of nighttime lighting associated with the proposed development on a primarily vacant would result in a potentially significant impact related to existing nighttime views and more specifically, potential for light trespass onto adjacent residential properties to the north.	<b>MM AES-2: Lighting Plan and Photometric Study.</b> Prior to the issuance of construction permits, the project applicant shall prepare a detailed Lighting Plan and detailed Photometric Study. The Lighting Plan shall be prepared by a qualified lighting engineer or lighting professional, as determined by the City of Del Mar, and shall specify all proposed lighting fixtures at the project site, including the intensity/characteristics of each fixture in terms of foot-candles and a detailed lighting schedule. Light levels at residential property lines adjacent and north of the project site shall be demonstrated within a Photometric Study to not exceed 0.05 foot-candle. Lighting shall be warm light rather than cool light; approximately 2,700 Kelvin, and shall be subject to review and approval by the City of Del Mar.	Less than Significant

**Table ES-1  
PROJECT ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES**

Issue	Impact	Mitigation Measure(s)	Significance After Mitigation
<b>Biological Resources</b>			
Threshold (a) (Effects on Plant and Animal Species)	<b>BIO-1:</b> Direct impacts could occur if active nests or the young of nesting bird species are impacted during grading or other construction activities.	<b>MM BIO-1: Nesting Bird Surveys.</b> Construction shall be phased to avoid the migratory bird nesting season (typically February 15 through September 1) to the extent feasible. If construction must occur during the migratory bird nesting season, a focused avian nesting survey shall be performed at the project site within 300 feet of the proposed construction and by a qualified biologist no more than 72 hours prior to the start of construction. If an active bird nest is found, the nest shall be flagged and mapped on the construction plans along with an appropriate buffer, which will be determined by the biologist based on the biology of the species. The nest and buffer area shall be avoided until the nest is vacated and the juveniles have fledged or the nest is otherwise no longer active. The nest and buffer area shall be demarcated in the field with flagging and stakes or construction fencing. Construction shall be permitted in areas outside of the nest and buffer area. If nesting birds are present on site, a biological monitor shall be present daily during construction activities while the nest(s) is active to ensure that no effects to nesting birds occur.	Less than Significant
	<b>BIO-2a:</b> Special-status wildlife may be indirectly impacted during construction of the project through the release of chemical pollutants and accidental clearing, trampling, or grading outside designated construction zones.	Implement MM BIO-1.  <b>MM BIO-2a: Demarcation of Bluff Scrub.</b> Prior to the issuance of construction permits, the project applicant shall provide evidence to the satisfaction of the City of Del Mar that the locations of southern coastal bluff scrub outside of the approved limits of disturbance shall be avoided and marked with temporary fencing or other appropriate markers clearly visible to construction personnel. No construction access, parking, or storage of equipment or materials will be permitted within 20 feet of such marked areas.	Less than Significant

**Table ES-1  
PROJECT ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES**

Issue	Impact	Mitigation Measure(s)	Significance After Mitigation
<b>Biological Resources (cont.)</b>			
	<p><b>MM BIO-2b: Construction Nighttime Lighting.</b> Construction within 50 feet of the adjacent Preserve shall be prohibited between sunset and sunrise, and all construction-related lighting shall be turned off during that period. The location of the Preserve shall be shown on construction documents and verified by the City of Del Mar prior to the commencement of any construction activities.</p> <p><b>MM BIO-2c: Contractor Education Program.</b> Prior to the issuance of construction permits, the project applicant shall provide evidence to the satisfaction of the City of Del Mar that a contractor education program has been prepared and approved by the City of Del Mar and implemented to apprise all construction personnel and subcontractors of environmental restrictions. The applicant and contractor shall establish a protocol for communicating problems or potential construction changes that may affect biological resources. Workers shall be made aware of protected habitat adjacent to the project site. The sensitivity of the habitat to human activities and the roles and authority of monitoring biologists shall be discussed.</p> <p><b>MM BIO-2d: Equipment Restrictions.</b> Prior to the issuance of construction permits, staging and storage areas for spoils, equipment, materials, fuels, lubricants, and solvents shall be identified within a designated impact area that shall be marked on an exhibit for the review and approval of the City of Del Mar. Stationary equipment, such as motors, pumps, generators, compressors, and welders located adjacent to southern coastal bluff scrub shall be positioned over drip-pans or other containment. Before refueling and lubrication, vehicles and other equipment shall be moved away from the southern coastal bluff scrub.</p>		

**Table ES-1  
PROJECT ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES**

Issue	Impact	Mitigation Measure(s)	Significance After Mitigation
<b>Biological Resources (cont.)</b>			
		<p><b>MM BIO-2e: Restrictions on Use of Invasive Species.</b> Prior to the issuance of construction permits, a list of landscape plants to be used shall be reviewed and approved by the City of Del Mar and shall not include invasive plant species, as identified by the most recent version of the California Invasive Plant Inventory for the region, as published by the California Invasive Plant Council. Landscape plans shall include a plant palette composed of native or non-native, non-invasive species that do not require high irrigation rates.</p> <p><b>MM BIO-2f: Signage and Fencing.</b> Trail fencing shall be installed to prevent unmanaged access to the adjacent Preserve. Signage shall be included near access points that identify sensitive habitats and the importance of staying on designated trails/paths.</p> <p><b>MM BIO-2g: Operational Nighttime Lighting.</b> To reduce long-term nighttime lighting effects, shielded low-sodium, low-wattage lighting on proposed building and accent lighting shall be used to cut glare and light scatter, and to direct light away from sensitive biological resources.</p>	
Threshold (d) (Wildlife Movement)	<b>BIO-2b:</b> Operation of the project may indirectly interfere with wildlife movement within the San Dieguito River outlet though the use of development-related lighting.	Implement MM BIO-2b and -2g.	Less than Significant
Threshold (b) (Direct Effects on Sensitive Natural Community)	<b>BIO-3a:</b> Approximately 0.27 acre of southern coastal bluff scrub would be permanently impacted by the proposed public access stairway, public restrooms, interpretive signage, and pathway lighting for hotel and public visitor services.	<b>MM BIO-3a: Restoration of Bluff Scrub.</b> Prior to the issuance of construction permits, a detailed southern coastal bluff scrub restoration plan to provide mitigation for the identified 0.27 acre of impact shall be submitted to and subject to the approval of the City of Del Mar.	Less than Significant

**Table ES-1  
PROJECT ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES**

Issue	Impact	Mitigation Measure(s)	Significance After Mitigation
<b>Biological Resources (cont.)</b>			
	<p><b>MM BIO-3a (cont.)</b>                      Restoration can include enhancement of existing southern coastal bluff scrub or creation of southern coastal bluff scrub in areas where the community is not present. The detailed southern coastal bluff scrub restoration plan shall specify, at a minimum, the following: (1) the location of the restoration site; (2) site preparation, including soils preparation and irrigation installation; (3) the quantity (seed or nursery stock) and species of plants to be planted (species are to be native to the region and consist of southern coastal bluff scrub species); (4) methods for the removal of non-native plants; (5) a schedule and action plan to maintain and monitor the restoration area; (6) a list of criteria to measure the success of the restoration site (e.g., percent cover and richness of native species, percent survivorship, establishment of self-sustaining native of plantings, maximum allowable percent of non-native species); (7) measures to exclude unauthorized entry into the restoration areas; and (8) contingency measures in the event that restoration efforts are not successful. At least 0.27 acre of southern coastal bluff scrub restoration must be successful to mitigate for the proposed impacts to southern coastal bluff scrub and to meet the success criteria of the restoration plan.</p>		

<b>Table ES-1 PROJECT ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES</b>			
Issue	Impact	Mitigation Measure(s)	Significance After Mitigation
<b>Biological Resources (cont.)</b>			
	<b>BIO-3b:</b> If restoration activities were to occur within the remnant parcel east of Camino del Mar, potentially significant direct impacts to sensitive plants and animals and jurisdictional areas would occur.	<b>MM BIO-3b: Restoration Plan.</b> If restoration activities occur on the project parcel located east of Camino del Mar, the project applicant shall prepare and implement a restoration plan to demonstrate that significant impacts to sensitive species and jurisdictional areas would not occur. The Restoration Plan shall be submitted to the City of Del Mar and the appropriate regulating agencies for review and approval prior to implementation. The Restoration Plan shall include native plant species consistent with surrounding habitat.	Less than Significant
Threshold (b) (Indirect Effects on Sensitive Natural Community)	<b>BIO-3c:</b> Southern coastal bluff scrub beyond but adjacent to the project site may be indirectly impacted during construction and operation of the project.	Implement MM BIO-2a through -2g.	Less than Significant
Threshold (e) (Conflicts with Local Tree Ordinance)	<b>BIO-4:</b> Implementation of the project would result in the removal of protected trees, including Monterey cypress trees and Torrey pines.	<b>MM BIO-4: Tree Removal Permit.</b> The project proponent shall comply with the requirements of DMMC Section 23.50, Trees. Prior to the issuance of construction permits, the project proponent shall submit a Tree Removal Permit application to the City of Del Mar with the appropriate processing fee according to the DMMC Section 23.50.080. A Tree Removal Permit, as recommended by the Design Review Board and approved by the Del Mar City Council, would be required to cut down, remove, destroy, or move a protected tree. The project applicant shall be required to comply with the requirements of the Tree Removal Permit, which would include replanting of the protected trees on site or payment of a fee to the City of Del Mar's Tree Mitigation Fund in accordance with DMMC Sections 23.50.080(C-10), 23.50.030(D)(2), and 23.50.090(A)(2).	Less than Significant



**Table ES-1  
PROJECT ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES**

Issue	Impact	Mitigation Measure(s)	Significance After Mitigation
<b>Cultural and Tribal Cultural Resources</b>			
Threshold (b) (Substantial Change to Archaeological Resource)	<b>CUL-1:</b> Implementation of the project grading and excavation could result in the demolition or impairment of site CA-SDI-10940, which is considered to be intact and mostly undisturbed.	<p><b>MM CUL-1a: Data Recovery Program.</b> A Data Recovery Program shall be implemented for site CA-SDI-10940 prior to any ground-disturbing activity that would cause the direct impact to the site, taking into account finalized construction plans and other concerns in order to better define impacted areas.</p> <p>The data recovery program shall be based on a written research design and data recovery plan that shall be prepared prior to data recovery. The research design and data recovery plan shall make provisions for adequately recovering the scientifically consequential information from the archaeological resource and provide protocols for the subsequent cataloguing, analysis, identification, dating, and interpretation of the findings. All data recovery shall include a Kumeyaay Native American monitor. Any recovered cultural material shall be identified, mapped, and catalogued as required by standard professional archaeological practices. At the completion of data recovery for CA-SDI-10940, a report shall be completed and submitted to the City describing the methods and results of the data recovery program. Recovered cultural material shall be curated with accompanying catalog and data recovery report to current professional repository standards.</p>	Less than Significant

**Table ES-1  
PROJECT ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES**

Issue	Impact	Mitigation Measure(s)	Significance After Mitigation
<b>Cultural and Tribal Cultural Resources (cont.)</b>			
		<p><b>MM CUL-1b: Archaeological Resources Monitoring and Treatment Plan.</b> Prior to the start of any ground-disturbing activity, an Archaeological Resources Monitoring and Treatment Plan (ARMTP) shall be prepared by a qualified archaeologist, subject to review and approval by the City. The ARMTP shall outline the monitoring program procedures and include recovery and subsequent treatment for the discovery of any archaeological or historical remains and associated data uncovered by ground-disturbing activities. The ARMTP shall provide procedures for the cataloguing, analyses, and curation of any recovered cultural material.</p> <p><b>MM CUL-1c: Archaeological and Native American Monitoring Program.</b> Prior to the start of any ground-disturbing activity, a qualified archaeological Principal Investigator shall be retained by the applicant. A qualified archaeologist and a Kumeyaay Native American representative shall attend the pre-construction meeting with the contractors to explain the requirements of the monitoring program and actions to be taken in the event of a cultural resources discovery, as outlined in the ARMTP. A qualified archaeological monitor and a Kumeyaay Native American monitor shall be on site during all grading, trenching, and other ground-disturbing activities, including brush clearance and grubbing, unless otherwise agreed upon by the archaeological Principal Investigator, the Native American representative, and City staff.</p>	

<b>Table ES-1 PROJECT ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES</b>			
Issue	Impact	Mitigation Measure(s)	Significance After Mitigation
<b>Cultural and Tribal Cultural Resources (cont.)</b>			
		<p><b>MM CUL-1c (cont.)</b>                      In the event that subsurface deposits are accidentally discovered or unearthed during ground-disturbing activities, earthmoving activities shall cease in the immediate area (not less than 50 feet from the discovery) until the archaeological Principal Investigator has identified and evaluated the nature and significance of the find and treatment measures implemented, as required, per the ARMTP.</p> <p>Recovered artifactual materials shall be cataloged, analyzed, and curated per the protocols in the ARMTP. Recovered cultural material shall be curated with accompanying catalog to current professional repository standards. A final summary report shall be completed that describes the methods and results of the archaeological monitoring program, documents compliance, and signifies completion of the monitoring program.</p>	
	<b>CUL-2:</b> Implementation of the project water pipeline would result in ground disturbances in proximity to known archaeological sites and inadvertent discovery could occur during water pipeline installation.	Implement MM CUL-1b and -1c.	Less than Significant
Threshold (c) (Disturbance of Human Remains)	<b>CUL-3:</b> Human remains were collected from CA-SDI-10940 during archaeological investigations at the site by Rogers in 1929; and while the probability of finding additional human remains during project construction is unknown, the potential exists for additional discoveries of human bone.	Implement MM CUL-1b and -1c.	Less than Significant

<b>Table ES-1 PROJECT ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES</b>			
Issue	Impact	Mitigation Measure(s)	Significance After Mitigation
<b>Geology and Soils</b>			
Threshold (f) (Geologic Stability)	<b>GEO-1:</b> The locations of the loop trail, bluff top trail network, fencing, windscreen, and benches would be potentially subjected to future bluff collapse during the lifespan of the resort.	<b>MM GEO-1: Bluff Erosion.</b> All new trails, fences, windscreens, and benches shall be set back a minimum of 10 feet from the top edge of a coastal bluff. All such improvements, when providing less than the identified coastal bluff-top setback of an FOS 1.5 plus 33 feet, shall be constructed above-grade using lightweight materials and without the use of grading and/or continuous foundation components. Development plans for such improvements, as well as improvements located outside and adjacent to the coastal bluff top setback, shall demonstrate Adaptive Design strategies to allow and ensure future relocation of the public amenities to the east over time, as needed due to erosion and bluff failure. Said Adaptive Design strategies shall be subject to review and approval of the Del Mar City Council during the required discretionary design review of such development	Less than Significant
Threshold (i) (Paleontological Resources)	<b>GEO-2:</b> Direct and indirect impacts to paleontological resources could occur as a result of excavations of the Bay Point Formation at the project site and excavations related to pipeline construction.	<b>MM GEO-2a: Paleontological Resources Monitoring and Treatment Plan.</b> Prior to the start of any ground-disturbing activity, a Paleontological Resources Monitoring and Treatment Plan (PRMTP) shall be prepared by a qualified paleontologist, subject to review and approval by the City of Del Mar. The PRMTP shall address construction monitoring procedures and provide treatment measures for paleontological resources discoveries, including the development of protocols for handling fossils discovered during construction, likely including temporary diversion of construction equipment so that the fossils could be recovered, identified, and prepared for dating, interpreting, and preserving at an established, permanent, accredited research facility.	Less than Significant

**Table ES-1  
PROJECT ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES**

Issue	Impact	Mitigation Measure(s)	Significance After Mitigation
<b>Geology and Soils (cont.)</b>			
		<p><b>MM GEO-2b: Paleontological Monitoring Program.</b> Prior to the start of any ground-disturbing activity, a qualified paleontologist shall attend the pre-construction meeting to consult with the grading and excavation contractors concerning excavation schedules, paleontological field techniques, and safety issues. A paleontological monitor shall be on site on a full-time basis during the original cutting of previously undisturbed deposits of high paleontological resource potential (Bay Point Formation and Delmar Formation) to inspect exposures for contained fossils. Grading activities in previously undisturbed deposits of moderate paleontological resource potential (Torrey Sandstone) shall be monitored on a part-time basis.</p> <p>In the event that paleontological resources are discovered or unearthed during project subsurface activities, all earthmoving activities within radius of not less than 50 feet from the discovery shall be temporarily suspended or redirected until a certified paleontologist has recovered, identified, and/or evaluated the nature and significance of the find, in compliance with CEQA Guidelines 15064.5(f). After the find has been appropriately mitigated, work in the area may resume.</p> <p>Any fossil remains collected during monitoring and salvage shall be cleaned, repaired, sorted, and cataloged as part of the monitoring program. Prepared fossils, along with copies of all pertinent field notes, photos, and maps, shall be deposited in a scientific institution with permanent paleontological collections such as the San Diego Natural History Museum. Donation of the fossils shall be accompanied by financial support for preparation, curation, and initial specimen storage, if this work has not</p>	

<b>Table ES-1 PROJECT ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES</b>			
Issue	Impact	Mitigation Measure(s)	Significance After Mitigation
<b>Geology and Soils (cont.)</b>			
		<b>MM GEO-2b (cont.)</b> already been completed. A final summary report shall be completed that outlines the results of the paleontological monitoring program. This report shall include discussions of the methods used, stratigraphic section(s) exposed, fossils collected, and significance of recovered fossils.	
<b>Land Use and Planning</b>			
Threshold (b) (Conflicts with Land Use Plans)	<b>LU-1:</b> If usable private outdoor areas (i.e., patios or balconies) are constructed along the northern, eastern, or southern façades, traffic noise levels at these areas would exceed the City of Del Mar’s exterior noise compatibility standard of 65 CNEL established by the Del Mar Community Plan.	<b>MM LU-1: Compliance with Exterior Noise Standards.</b> Prior to the issuance of occupancy permits, if designed with usable outdoor patio or balcony areas, the rooms in the northeastern-most portion of the project site with a direct, unobstructed view of Camino del Mar would require a noise barrier with a minimum height of 5 feet, as measured from the floor of each patio or balcony, in order to meet the City of Del Mar’s noise exterior noise compatibility standard of 65 CNEL. The noise barrier may be constructed of a material such as tempered glass, acrylic glass (or similar material), masonry material, or manufactured lumber (or a combination of these), with a surface density of at least three pounds per square foot. The noise barrier should have no openings or cracks.	Less than Significant
	<b>LU-2:</b> Interior noise levels within habitable rooms could exceed the 45 CNEL interior noise standard, resulting in an inconsistency with the interior noise standards established by the State of California.	<b>MM LU-2: Compliance with Interior Noise Standards.</b> Prior to the issuance of occupancy permits, an interior noise analysis shall be required for the proposed dwelling units. Installation of additional systems (e.g., HVAC and sound-rated windows) shall be required if the interior noise analysis shows that impacts would be above the State of California 45 CNEL interior standard. The interior noise analysis shall substantiate that the resulting interior noise levels will be less than the noise standard.	Less than Significant

**Table ES-1  
PROJECT ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES**

Issue	Impact	Mitigation Measure(s)	Significance After Mitigation
<b>Noise and Vibration</b>			
Threshold (a) (Temporary or Permanent Noise Increases)	<b>NOI-1:</b> Noise associated project construction activities would exceed the 75 dBA <sub>LEQ</sub> construction noise standards established in the City of Del Mar’s Noise Control Ordinance.	<p><b>MM NOI-1:</b> Prior to initiation of project construction activities, the City of Del Mar shall approve a construction noise mitigation program to include the following so that construction noise levels do not exceed the 75-dBA<sub>LEQ</sub> construction noise standard established in the City of Del Mar’s Noise Control Ordinance for off-site sensitive receptors:</p> <ul style="list-style-type: none"> <li>• Temporary sound barriers/shielding shall be installed to shield non-mobile equipment in the vicinity of nearby sensitive receptors, or, alternatively, to shield at the site’s boundaries (i.e., north of the project site, where adjacent residences are closest). For example, for on-site construction activities, an 8-foot high noise barrier would be constructed along the project’s northern site boundary. For noisy pipeline construction activities near residential land uses, a portable noise barrier which would break the line-of-sight between the construction activity (to the extent practical) and the residences would be used. The material for a temporary noise barrier could consist of materials such as ¾-inch thick plywood, or portable barriers with a minimum sound transmission class (STC) rating of 20.</li> <li>• Construction equipment shall be properly outfitted and maintained with feasible noise-reduction devices (e.g., functioning mufflers and silencers, tightly closed access panels) to minimize construction-generated noise.</li> </ul>	Less than Significant

<b>Table ES-1 PROJECT ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES</b>			
Issue	Impact	Mitigation Measure(s)	Significance After Mitigation
<b>Noise and Vibration (cont.)</b>			
		<ul style="list-style-type: none"> <li>• Stationary noise sources such as generators and pumps shall be located as far away from noise-sensitive land uses as feasible.</li> <li>• Laydown and construction vehicle staging areas shall be located away from noise-sensitive land uses if feasible.</li> <li>• Whenever possible, residential areas that will be subject to construction noise shall be informed one week before the start of each construction phase.</li> </ul>	
	<p><b>NOI-2:</b> The ultimate locations and specific model types of the HVAC units are not determined at the time of the preparation of this EIR and there is a potential for on-site noise to exceed City of Del Mar standards.</p>	<p><b>MM NOI-2:</b> Prior to the issuance of building permits, the project applicant shall retain an acoustical specialist to review project construction-level plans to confirm that the equipment specifications and plans for HVAC and other outdoor mechanical equipment incorporate measures, such as the specification of quieter equipment or provision of acoustical enclosures, so that noise levels will not exceed City of Del Mar noise standards (50 dBA <sub>LEQ</sub> during daytime hours and 40 dBA <sub>LEQ</sub> for nighttime hours) at the nearest off-site multi-family receptors located immediately north of the project site. Prior to the commencement of construction, the acoustical specialist shall certify in writing to the City of Del Mar that the equipment specifications and plans incorporate measures that will achieve the relevant noise limits.</p>	<p>Less than Significant</p>



<b>Table ES-1 PROJECT ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES</b>			
Issue	Impact	Mitigation Measure(s)	Significance After Mitigation
<b>Noise and Vibration (cont.)</b>			
	<b>NOI-3:</b> Amplified music and outdoor recreational activities at the project site could result in noise levels in excess the City of Del Mar’s stationary noise standard of 50 dBA <sub>LEQ</sub> during daytime hours and 40 dBA <sub>LEQ</sub> for nighttime hours.	<b>MM NOI-3:</b> During the long-term operation of the project, policies and procedures shall be implemented to ensure that noise levels from the project are minimized in the surrounding areas. Such policies may include signage requesting that visitors and guests be aware and respectful of the surrounding environment and refrain from excessive noise-making. Usage of the on-site pool and other recreational areas shall be limited to the hours of between 7:00 a.m. and 10:00 p.m. Additionally, amplified music shall be limited to the hours between 7:00 a.m. and 10:00 p.m. Enforcement of these limitations shall be carried out by resort staff and management, and through the posting of signs.	Less than Significant
<b>Transportation and Traffic</b>			
Threshold (a) (Conflicts with Circulation System)	<b>TRA-1:</b> The project would result in significant contributions to traffic at Intersection #9 – Via de la Valle/South Cedros Avenue, during a typical weekday and horse races weekday in the PM peak hour.	<b>MM TRA-1: Improvements at Via de la Valle/South Cedros Avenue.</b> Prior to the issuance of occupancy permits, the project applicant shall be responsible for the installation of a traffic signal at the intersection of Via de la Valle and South Cedros Avenue to the satisfaction of the City of Del Mar.	Less than Significant
	<b>TRA-2:</b> The project would result in significant contributions to traffic at Intersection #10 – Via de la Valle/Jimmy Durante Boulevard, during a fair weekday and weekend in the peak hour.	<b>MM TRA-2: Improvements at Via de la Valle/Jimmy Durante Boulevard.</b> Prior to the issuance of occupancy permits, the project applicant shall be responsible for the re-striping of Via de la Valle at Jimmy Durante Boulevard per Figure 4.11-2, <i>Via de la Valle/Jimmy Durante Boulevard Intersection Improvements</i> , which illustrates an exclusive westbound right-turn lane for vehicles and a bike lane on westbound Via de la Valle between the right-turn lane and through lane east of Jimmy Durante Boulevard.	Less than Significant

**Table ES-1  
PROJECT ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES**

Issue	Impact	Mitigation Measure(s)	Significance After Mitigation
<b>Transportation and Traffic (cont.)</b>			
	<p><b>TRA-3:</b> The project would result in significant contributions to traffic at intersection #13 – Camino del Mar/27<sup>th</sup> Street, during a typical weekend, fair weekday and weekend, and horse races weekday in the PM peak hour.</p>	<p><b>MM TRA-3: Improvements at Camino del Mar/ 27th Street.</b> Prior to the issuance of occupancy permits, the project applicant shall complete one of the following improvements, to the satisfaction of the City of Del Mar:</p>	
		<p>Option A: Install a traffic signal at the intersection of Camino del Mar and 27th Street.</p>	<p>Less than Significant</p>
		<p>Option B: Install a roundabout at the intersection of Camino del Mar and 27th Street;</p>	<p>Less than Significant</p>
		<p>Option C: Provide manual control of the intersection during the peak hours until such time as a permanent mitigation measure is decided;</p>	<p>Less than Significant</p>
		<p>Option D: Provide a second through lane on Camino del Mar and modify the intersection control to a two-way stop control (TWSC); or</p>	<p>Less than Significant</p>
		<p>Option E: Remove the stop signs on Camino del Mar and modify the intersection control to a two-way stop control.</p>	<p>Less than Significant</p>
	<p><b>TRA-4:</b> The project would result in significant contributions to traffic at intersection #14 – Camino del Mar/Coast Boulevard, during a typical weekday, fair weekday and weekend, and horse races weekday and weekend in the PM peak hour.</p>	<p><b>MM TRA-4: Improvements at Camino del Mar/Coast Boulevard.</b> Prior to the issuance of occupancy permits, the project applicant shall complete one of the following improvements, to the satisfaction of the City of Del Mar:</p>	
		<p>Option A: Install a traffic signal at the intersection of Camino del Mar and Coast Boulevard;</p>	<p>Less than Significant</p>
		<p>Option B: Install a roundabout at the intersection of Camino del Mar and Coast Boulevard;</p>	<p>Less than Significant</p>

<b>Table ES-1 PROJECT ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES</b>			
Issue	Impact	Mitigation Measure(s)	Significance After Mitigation
<b>Transportation and Traffic (cont.)</b>			
		Option C: Provide manual control of the intersection during the peak hours until such time as a permanent mitigation measure is decided;	Less than Significant
		Option D: Provide a second through lane on Camino del Mar at Coast Boulevard; or	Less than Significant
		Option E: Remove the stop signs on Camino del Mar and modify the intersection control to a two-way stop control.	Significant and Unavoidable (during a typical and fair weekend)
	<b>TRA-5a:</b> The project would result in significant contributions to traffic at street segment #7 – Via de la Valle, from Highway 101 to South Cedros Avenue, during a typical weekday, fair weekday, and horse races weekday.	Implement MM TRA-2 and MM TRA-7	Significant and Unavoidable (during the fair weekday)
	<b>TRA-5b:</b> The project would result in significant contributions to traffic at street segment #8 – Via de la Valle, from South Cedros Avenue to Jimmy Durante Boulevard, during a typical weekday, fair weekday, and horse races weekday.	Implement MM TRA-2 and MM TRA-7	Significant and Unavoidable (during the fair weekday)
	<b>TRA-5c:</b> The project would result in significant contributions to traffic at street segment #9 – Via de la Valle, from Jimmy Durante Boulevard to I-5 SB Ramps, during a typical weekday, fair weekday, and horse races weekday.	Implement MM TRA-2 and MM TRA-7	Significant and Unavoidable (during the fair weekday)

**Table ES-1  
PROJECT ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES**

Issue	Impact	Mitigation Measure(s)	Significance After Mitigation
<b>Transportation and Traffic (cont.)</b>			
Threshold (a) (Conflicts with Circulation System) and Threshold (c) (Hazards due to a Geometric Design Feature)	<b>TRA-6:</b> The project would result in conflicts with vehicles, pedestrians, and bicyclists during construction activities within right-of-way portions of Camino del Mar, Via de la Valle, Jimmy Durante Boulevard, and Border Avenue.	<b>MM TRA-6: Traffic Control Plan.</b> During the encroachment permit process, the contractor or other responsible party will provide a traffic control plan for review and approval by the City of Del Mar Public Works Department. The traffic control plan shall be prepared in accordance with the City of Del Mar’s Traffic and Roadway Standards Manual and to the satisfaction of the City of Del Mar Public Works Department. It must demonstrate that adequate emergency access and egress will be maintained, and that traffic will be allowed to move efficiently and safely along Camino del Mar, Border Avenue, and surrounding roadways. The traffic control plan may include measures such as signage, detours, traffic control staff, a temporary traffic signal, or other appropriate traffic controls, as determined appropriate by the City of Del Mar Public Works Department.	Less than Significant
Threshold (c) (Hazards due to a Geometric Design Feature)	<b>TRA-7:</b> The project would result in increases in hazards due to additional queuing in excess of 10 feet at the westbound left-turn lane at the intersection of Camino del Mar/Via de la Valle during the PM peak hour.	<b>MM TRA-7: Improvements at Camino del Mar (Highway 101)/Via de la Valle (Border Avenue).</b> Prior to the issuance of occupancy permits, the project applicant shall install either Option A or Option B, which are depicted on EIR Figure 4.11-3, <i>Border Avenue/Via de la Valle Intersection Improvements</i> , and Figure 4.11-4, <i>Via de la Valle Segment Improvements</i> , respectively:	
		Option A (EIR Figure 4.11-3): An exclusive eastbound left-turn lane, one through-lane, and one shared through right-lane within Border Avenue at Camino del Mar; or	Significant and Unavoidable

<b>Table ES-1 PROJECT ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES</b>			
<b>Issue</b>	<b>Impact</b>	<b>Mitigation Measure(s)</b>	<b>Significance After Mitigation</b>
<b>Transportation and Traffic (cont.)</b>			
		Option B (EIR Figure 4.11-4): An exclusive eastbound left-turn lane, one through-lane, one shared through right-turn lane, in addition to restriping within Via de la Valle with a westbound right-turn lane, a shared through left-turn lane, and a left-turn lane with east/west split phasing. A second eastbound through lane on Via de la Valle from Highway 101 through approximately 200 feet east of South Cedros Avenue shall also be provided.	Less than Significant

**Table ES-2  
SUMMARY OF PUBLIC COMMENTS RECEIVED**

<b>Environmental Topic</b>	<b>Frequency</b>	<b>Percentage</b>
Transportation and Traffic	31	26%
Aesthetics	25	21%
Geology and Soils	19	16%
Noise	15	13%
Land Use and Planning	8	7%
Air Quality/Greenhouse Gas Emissions	7	6%
Biological Resources	6	5%
Hydrology and Water Quality	5	4%
Cultural Resources	3	3%
Utilities, Service Systems, and Energy	1	1%
<b>TOTAL</b>	<b>120</b>	<b>100%</b>

**Table ES-3  
COMPARISON OF PROJECT AND ALTERNATIVE IMPACTS**

<b>Environmental Topic</b>	<b>Proposed Project</b>	<b>No Project (No Build) Alternative</b>	<b>No Project (Existing Land Use, Zoning, and Lot Configurations) Alternative</b>	<b>Maximum Single-Family Residential Development (Existing Zoning and Land Use with Lot Reconfigurations) Alternative</b>	<b>Reduced Project (Specific Plan) Alternative</b>
Aesthetics	SM	N	SM -	SM -	SM -
Biological Resources	SM	N	SM -	SM -	SM 0
Cultural and Paleontological Resources	SM	N	SM -	SM -	SM 0
Geology and Soils	SM	N	SM -	SM -	SM -
Land Use and Planning	SM	N	SM -	SM -	SM 0
Noise and Vibration	SM	N	SM -	SM -	SM -
Transportation and Traffic	<b>SU</b>	N	N	N	<b>SU -</b>
Meets Most Project Objectives?	Yes	No	No	No	Yes
Project Objectives Met	All	None	1, 3, 4, 5	1, 3, 4, 5	1, 2, 3, 4, 5, 8

N = no significant impacts

SM = significant but mitigable impacts

**SU** = significant and unavoidable impact

0 = similar impact compared to the proposed project

- = reduced impact compared to the proposed project