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Del Mar Planning Commission Agenda

City of Del Mar, Town Hall
1050 Camino del Mar, Del Mar, California

***Civility Works: The Del Mar Code of Civil Discourse:* Together we will promote inclusion; listen to understand; show respect; be clear and fair; and focus on the issue.**

Philip Posner
Chair

Jas Grewal
Vice Chair

Patrick Leonard
Commissioner

Mark Rittenbaum
Commissioner

Meghan Spieker
Commissioner

Karen Brindley
Planning & Community Development Director

Amanda Lee
Principal Planner

Regular Meeting
Tuesday, January 13, 2026, at 6:00 PM

It is the intention of your Planning Commission to be receptive to your concerns about your community. Your participation in local government will ensure a responsible and efficient City of Del Mar.

Public Participation/Comment: Members of the public can participate in Planning Commission meetings in-person only. Anyone may address the Commission for up to three minutes, at the Chair's discretion, on items on the agenda. Members of the public wishing to speak on items not on the agenda may do so under Oral Communications. Agenda items may be addressed in any order at the discretion of the Chair. When addressing the Planning Commission, please state your name for the record. Any electronic presentations must be received before 12 p.m. on the date of the Planning Commission meeting. No PowerPoint presentations can be loaded during the meeting.

Please submit a completed "Speaker Slip", including the item number you wish to speak on, to City staff prior to the Chair announcing the agenda item. The forms are located near the door at the rear of the Meeting Room. When called to speak, please approach the podium and state your name for the record.

Written Comments: Members of the public can participate in the meeting by submitting a written red dot comment via email to planning@delmar.ca.us. The deadline to submit written comments is 12 p.m. on the day of the meeting and the subject line of your email should clearly state the agenda item you are commenting on.

Project Applicants/Representatives: Applicants and their team of representatives shall limit their [total] presentations to 10 minutes or less.

Viewing the Meeting and Access to Agenda Materials: Members of the public can watch the meeting live on the City's website at: http://delmar.12milesout.com/Video/Live and on Cable TV Spectrum Ch. 24, AT&T Ch. 99 starting at 6:00 PM. Agenda materials and communications from the public on agenda items, "Red Dots", are available on the City's website: http://www.delmar.ca.us/AgendaCenter and a hard copy of the agenda materials are available at Del Mar City Hall and the Del Mar Library during their business hours.

Assistance for persons with Disabilities: In compliance with the Americans with Disabilities Act, if you need special assistance to participate in this meeting, please contact the Administrative Services Department at 1050 Camino del Mar or by calling (858) 755-9313. Notification of at least 48 hours prior to the meeting will enable the City to make reasonable arrangements to ensure accessibility to this meeting.

As a courtesy to all meeting attendees, **please set cellular phones to silent mode** and engage in conversations outside the Town Hall.

Regular Meetings of the Planning Commission are generally held on the second Tuesday of the month, beginning at 6:00 p.m. For further information regarding the scheduling of meetings or meeting agendas, check the City's website at www.delmar.ca.us, or call the Planning Department's office at 858-755-9313. A full Planning Commission agenda packet with all backup information is available at City Hall, the Del Mar Library, and on the City's website the Thursday before each Planning Commission meeting.

Meeting will end at 11:00 p.m. unless extended by a majority vote of the Commissioners. If all the items on the agenda are not heard, the remaining items will be heard the following Tuesday (if facilities are available) at 1050 Camino Del Mar.

Consent Calendar: The Consent Calendar is considered by the Planning Commission near the beginning of the agenda. Items placed on the Consent Calendar will be approved in accordance with the staff recommendations for the item unless removed from the Consent Calendar by Commissioners, staff, or a member of the public. If you wish to keep an item from being placed on the Consent Calendar, please submit an email to planning@delmar.ca.us or to the staff member prior to the meeting by 3:30 p.m. the day of the meeting.

Final action. The decision of the Planning Commission is final unless a written appeal is filed with the City Clerk, accompanied with a processing fee, within ten (10) working days from the date of notice of the action taken on the application. An approved permit shall not be valid until the 10-day appeal period has expired. The appeal is then forwarded to the City Council, which determines at the Initial Consideration whether to reject the appeal, thereby upholding the Planning Commission's decision, or to set the matter for a subsequent date for a new (de novo) public hearing review. If a de novo public hearing is set by the City Council, an additional fee will be required.

Meeting Decorum: All persons attending the Planning Commission meeting shall conduct themselves in a courteous and respectful manner. Comments shall be directed to the members of the Commission, rather than to others in attendance at the meeting. The Chairperson (or Vice Chair or Chair pro-tem in their absence), is designated as the parliamentarian for the meeting. As deemed appropriate, they may interrupt a speaker with instruction to redirect their remarks to relevant points on the agenda item before the Commission. They may also terminate a speaker's oral presentation if comments continue to be non-relevant or become disrespectful.

Note: The entirety of the City of Del Mar is located within the Coastal Zone. Some of the development projects listed on this agenda, as noted, require the receipt of a Coastal Development Permit. Some of these projects may also lie in what is known as the "Coastal Development Appeals Area". For the projects located in the appeals area, the City's action on the requested Coastal Development Permit may be appealed to the California Coastal Commission. An appeal may be filed with the Coastal Commission within the ten calendar days following the Coastal Commission's receipt of a notice from the City of its final action on the Coastal Development Permit application. However, before an appeal may be filed with the Coastal Commission, the City's action on the CDP application must be final, meaning that all of the City's [separate and internal] appeals processes must first be exhausted.

ROLL CALL

APPROVAL OF MINUTES

UPDATE

PLANNING COMMISSION/STAFF DISCUSSION (Non-Application Items)

1. Selection of Chair, Vice Chair, and DSC Officer for 2026.

HEARING FROM THE AUDIENCE ON ITEMS NOT LISTED ON THE AGENDA (Oral Communications)

DISCUSSION AND BRIEFING (Application Items)

CONSENT CALENDAR:

The Planning Commission at the beginning of the meeting can place any item on the agenda upon the Consent Calendar. Consent Calendar items are not subject to public testimony. If you have a concern and wish to present information to the PC, you must be present at the beginning of the meeting to ensure the item will not be placed on consent or write a letter to the PC prior to the meeting expressing why the application should be taken off the Consent Calendar.

NEW APPLICATION(S):

ITEM 1
GPA24-003

Location: Citywide
Applicant: City of Del Mar
Environmental Status: The proposed Safety Element amendments are consistent with the other elements of the Del Mar Community Plan (General Plan) including the 6th Cycle Housing Element and associated environmental document. The 6th Cycle Housing Element Final Program Environmental Impact Report (PEIR) and associated Mitigation, Monitoring, and Reporting Program was certified by the City Council on October 5, 2020 (State Clearinghouse (SCH) No. 2020029064). The Final PEIR is available online at:
www.delmar.ca.us/DocumentCenter/View/7171/Final-PEIR-91020.
The proposed amendments will not result in significant effects on the environment or an increase in severity of effects on the environment as analyzed in the Final PEIR.
Staff Contact: Amanda Lee, Principal Planner and Nicole Morrow, Associate Planner
Description: This is a Planning Commission recommendation hearing to consider proposed amendments to the Del Mar Community Plan (General Plan) to update the City's Safety Element. California Government Code Section 65302 requires local jurisdictions to adopt and maintain a General Plan Safety Element consistent with State law. The purpose of the Safety Element is to incorporate safety considerations into the planning process by establishing goals, policies, and implementation actions intended to minimize the risk of injury, loss of life, property damage, and environmental damage associated with natural and man-made hazards. The Planning Commission is asked to provide a recommendation to the City Council. The City Council will consider adoption of the proposed amendments at a future noticed public hearing.

ADJOURNMENT

I, Jennifer Gavin, Associate Planner for the City of Del Mar, certify that a copy of the foregoing was posted at the Del Mar City Hall on Thursday, January 8, 2026.

_____
Jennifer Gavin
Associate Planner

City of Del Mar
Agenda Report

PLANNING COMMISSION
STAFF REPORT
January 13, 2026

APPLICATION: City of Del Mar Community Plan Safety Element – General Plan Amendment (GPA24-003)

REQUEST: This is a request for the Planning Commission, in its advisory capacity, to provide a recommendation to the City Council to adopt the proposed amendment to the required Safety Element component of the City of Del Mar Community Plan (General Plan). The Planning Commission is asked to adopt the Resolution in Exhibit A, which includes the environmental determination for the project and a recommendation to the City Council to adopt the Safety Element at a future noticed public hearing.

APPLICANT: City of Del Mar

STAFF CONTACTS: Nicole Morrow, AICP, Associate Planner and Amanda Lee, Principal Planner

LOCATION: Citywide

EXECUTIVE SUMMARY:
The Safety Element is a State-mandated policy document that is a required component of the Del Mar Community Plan, which is the General Plan for the City of Del Mar. The purpose of this policy document is to incorporate safety considerations into the local planning process by establishing goals, policies, and implementation actions to minimize risk of injury, loss of life, property damage, environmental damage, and potential natural and man-made hazards. The Safety Element addresses local conditions, development controls, and emergency response plans in compliance with State law including a focus on topics such as wildfire and urban fire hazards, seismic and flood hazards, pollution hazards, greenhouse gas emissions, and emergency preparedness.

The existing Safety Element is being amended to comply with State law requirements for local jurisdictions to update their Safety Element following adoption of the Housing Element component of their General Plan with each housing cycle. State law requires a noticed public hearing of the Planning Commission to be held as an opportunity for public participation and for the Planning Commission to provide a recommendation to the City Council prior to adoption. The Del Mar City Council will consider the proposed Safety Element amendment in a future noticed public hearing that is anticipated to occur by April 2026.

The draft Safety Element is available for review on the City's website at the following link: https://www.delmar.ca.us/DocumentCenter/View/11762/City-of-Del-Mar-Safety-Element---December-2025---Draft?bidId=

BACKGROUND:
The Safety Element was last amended in March 2019 by Council Resolution 2019-13 to reflect the City's hazard mitigation policies and adopted Del Mar Sea Level Rise Adaptation Plan as necessary for compliance with Senate Bill 379. The proposed amendment is necessary to implement the City's certified 6th Cycle Housing Element Program 6H, which commits the City to update its Safety Element in accordance with California Government Code Section 65302(g). The City Council identified the Safety Element update as a Council Priority Project to be completed in Fiscal Year 2025-26.

The proposed Safety Element reflects prior safety-related planning actions that were completed by the City of Del Mar within the last year including the following:

- June 16, 2025 – City Council adoption of updated statewide Fire Hazard Severity Zone Maps published by the Office of the State Fire Marshal (March 24, 2025), which represented a significant increase in areas identified as "High" and "Very High" Fire Hazard Severity Zones subject to state-imposed policies and development standards intended to increase protection and resilience for local communities statewide.

- September 22, 2025 - City Council adoption of updated Building and Fire Codes in the California Building Standards Code which establishes the minimum building and safety standards which structures and development must adhere to. This included new requirements called the "California Wildland Urban Interface Code" (CWUI) which consolidated applicable building regulations related to fire and safety standards.

In addition, the City completed the following steps related to processing of the Safety Element:

- September 18, 2025 – CAL FIRE staff determined City's draft Safety Element met all applicable requirements following a multi-year work effort (initiated in 2021) that involved collaboration with the City's Fire Marshal and members of CAL FIRE's Land Use Planning division.

- November 3, 2025 – The California Board of Forestry (BOF) Resource Protection Committee reviewed and approved the draft Safety Element in accordance with Section 65302.5(b)(1) of the California Government Code.

- December 30, 2025 – The City submitted the draft Safety Element to the California Geological Survey for their review in accordance with Section 65302.5(b)(1) of the California Government Code. A follow up email was sent on January 4, 2026. No response has been received.

The City posted the draft Safety Element and content related to the Fire Hazard Severity Zone Maps and other safety-related information on the City's website at: https://www.delmar.ca.us/929/Safety-and-Environmental-Justice-Element

The draft Safety Element has been posted for public review since December 11, 2025. Public notice was mailed to the tribes on December 11, 2025, in compliance with State law to offer consultation prior to final action by the City Council. An article was posted and distributed as part of the City's weekly update newsletter on December 12, 2025. Per State law, the Planning Commission Notice of Public Hearing was mailed to the required list of recipients for General Plan Amendments on December 23, 2025. In addition, the public notice of the Planning Commission hearing was published in Coast News on January 2, 2026, posted at City Hall.

DISCUSSION:

The existing 2019 Safety Element content is currently published within the Environmental Management section of the Del Mar Community Plan. As proposed, this content is being deleted and transferred into a new standalone element of the Community Plan that will more comprehensively address the Safety Element similar to how the Housing and Recreation Elements are published. See Exhibit B for the existing Community Plan content in strikeout format.

The proposed Safety Element update is consistent with the Del Mar Community Plan, Municipal Code, local emergency plans, and State law. The Safety Element identifies local conditions, development controls, emergency response plans, and a range of potential hazards including a focus on topics such as wildfire and urban fire hazards, seismic and flood hazards, pollution hazards, and greenhouse gas emissions. The Safety Element chapters are summarized below:

Chapter 1 Introduction	• Identifies primary hazards relevant to Del Mar, including flooding, sea level rise, bluff erosion, earthquakes, landslides, dam failure, tsunamis, wildfires, drought, and climate change. • Outlines relationship between Safety Element and other local plans and programs, including the Local Coastal Program (LCP), Climate Action Plan (CAP), Emergency Operations Plan, Sea Level Rise Adaptation Plan, and Multi-Jurisdictional Hazard Mitigation Plan.
Chapter 2 Emergency Preparedness, Response, and Recovery	• Describes City's emergency management approach, which emphasizes preparedness, coordinated response, effective communication, and recovery planning. • Identifies responsibilities of City departments in emergency response and coordination and coordination with the County of San Diego Operational Area, California Governor's Office of Emergency Services, and federal agencies when incidents exceed local capabilities. • Identifies recovery approach to address damage assessment, restore essential services, repair infrastructure, rebuild, and manage hazardous materials.

	• Mitigation strategies focus on reducing long-term risk through regulations, infrastructure investment, and Multi-Jurisdictional Hazard Mitigation Plan coordination.
Chapter 3 Reduction of Pollution Hazards to Air and Water	• Addresses local air and water pollution hazards (i.e., vehicles, construction, energy consumption, and smoke). • Identifies Del Mar's lagoons, beaches, and the ocean as water resource areas that need protection. • Describes the City's Clean Water Program, which implements stormwater management regulations, conducts inspections and enforcement, and provides public education to reduce pollutant sources. • Watershed-based planning, routine infrastructure maintenance, trash and debris reduction, and targeted ordinances are identified as key strategies to protect water resources, safeguard public health, and maintain recreational and ecological uses.
Chapter 4 Greenhouse Gas Reduction and Climate Action Planning	• Addresses greenhouse gas (GHG) emission reduction and climate adaptation as essential components of the City's hazard mitigation strategy. • Summarizes City's Climate Action Plan (CAP) strategies. • Describes policies and regulations that support climate resilience, such as green building standards, renewable energy systems, electric vehicle charging infrastructure, drought-resistant landscaping, and construction and demolition waste diversion. • Identifies projected climate impacts (i.e., more frequent extreme heat events, more intense and frequent storms), importance of monitoring climate trends and plan to continue coordinating with regional partners and engage the community to address evolving climate risks.
Chapter 5 Flooding and Coastal Hazards	• Identifies hazards associated with coastal storms, projected sea level rise, shoreline and bluff erosion, riverine flooding, dam failure, tsunamis, and seiches consistent with the City's Coastal Hazards, Vulnerability, and Risk Assessment (2016 and Addendum 2018), which identifies vulnerable public facilities, infrastructure, and natural resources under projected future conditions. • Describes City's approach to floodplain management consistent with Federal Emergency Management Agency requirements and coordination with regional agencies. • Identifies adaptation strategies consistent with City's Sea Level Rise Adaptation Plan (2018).

Chapter 6 Geologic and Seismic Hazards	• Addresses local geologic and seismic hazards (i.e., earthquakes, ground shaking, slope instability, landslides, ground failure, and liquefaction) with potential to damage structures, utilities, roadways, and hillsides. • Policies emphasize site-specific analysis, adherence to building and seismic safety codes, and incorporation of appropriate design and construction practices to reduce risks to life safety, property, and public infrastructure.
Chapter 7 Wildland and Urban Fire Hazards	• Addresses wildland and urban fire hazards, with particular emphasis on the Fire Hazard Severity Zones including fire hazard mapping, land use and development standards, and Building and Fire Code requirements to reduce ignition potential, limit fire spread and enhance structural resilience. • Highlights the importance of defensible space, vegetation management, fuel reduction programs, and maintenance of adequate water supply and pressure for firefighting. • Addresses evacuation plan details including identification of constrained roadways, limited ingress and egress areas, and the Crest Canyon Evacuation Plan.
Chapter 8 Hazardous Waste and Materials	• Addresses potential hazards associated with hazardous materials and waste generated during routine activities, construction, and emergency or disaster events. • Outlines strategies to minimize exposure risks through regulatory compliance, proper storage, handling, and disposal of hazardous materials, public education, and coordination with emergency response agencies. • Policies focus on preventing contamination, protecting public health and environmental resources, and ensuring safe management of hazardous materials.
Chapter 9 Transportation Hazards	• Identifies transportation-related hazards related to motorists, pedestrians, bicyclists, transit users, roadway constraints, and potential rail and aviation hazards. • Policies emphasize maintaining safe and functional transportation infrastructure, improving emergency access and evacuation routes, coordinating with regional agencies, and integrating transportation safety considerations into land use planning efforts.

ENVIRONMENTAL STATUS:

This action is covered by the City's Housing Element Final Program Environmental Impact Report (PEIR) and associated Mitigation, Monitoring, and Reporting Program (MMRP) certified by the City Council on October 5, 2020 (State Clearinghouse (SCH) No. 2020029064). The proposed amendment to the City's General Plan will not result in significant effects to the environment or an increase in the severity of effects on the

environment as previously analyzed and identified in the Final PEIR. Therefore, pursuant to CEQA Guidelines Section 15162 no further environmental documentation is necessary. The Final PEIR is available online at: www.delmar.ca.us/DocumentCenter/View/7171/Final-PEIR-91020.

HOUSING IMPACT:
The Safety Element will not result in any loss of housing production in comparison with the level of housing production currently allowed under the City's State-certified 6th Cycle Housing Element and State-certified Local Coastal Program.

CORRESPONDENCE:
No public correspondence has been received.

RECOMMENDATION:
Staff recommends the Planning Commission adopt the attached Resolution that includes the CEQA determination for the project and a recommendation to the City Council to adopt the Safety Element at a future noticed public hearing in order to complete the required adoption process in accordance with State law.

EXHIBITS:
Exhibit A – Planning Commission Resolution No. PC26-XX
Exhibit B – Existing Community Plan Content in Strikeout Format

Exhibit A

RESOLUTION NO. **PC 2026-XX**

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF DEL MAR, RECOMMENDING THAT THE CITY COUNCIL OF THE CITY OF DEL MAR CONFIRM THE ENVIRONMENTAL DETERMINATION AND ADOPT THE AMENDMENT TO THE DEL MAR COMMUNITY PLAN SAFETY ELEMENT (GENERAL PLAN AMENDMENT GPA24-003) AT A FUTURE NOTICED PUBLIC HEARING

GPA24-003 – SAFETY ELEMENT

WHEREAS, State law requires every City to adopt and maintain a General Plan comprised of various required 'elements' in order to provide a comprehensive, long-range plan for the development and use of property within the City's jurisdiction;

WHEREAS, the City of Del Mar Community Plan is the General Plan for the City of Del Mar; and

WHEREAS, the Safety Element is intended to minimize the risk of injury, loss of life, property damage, and environmental damage associated with natural and man-made hazards by establishing goals, policies, and programs to address emergency plans, preparedness, and response; and

WHEREAS, pursuant to Government Code Section 65350 and the State Public Resources Code, the Safety Element update constitutes a General Plan Amendment that is subject to a review by the Planning Commission prior to adoption by the City Council; and

WHEREAS, the City is mandated by Government Code Section 65302(g) to update the Safety Element of the Community Plan in conjunction with any Housing Element update, or upon the update of the next Hazard Mitigation Plan; and

WHEREAS, the City's 6th Cycle Housing Element was adopted by the City Council on April 3, 2023, and certified by the California Housing and Community Development Department on May 31, 2023; and

WHEREAS, the City of Del Mar is covered by the region's San Diego County Multi-Jurisdictional Hazard Mitigation Plan (last updated 2021) and is coordinating with the County on to ensure the next update (by 2028) is consistent with the City's Safety Element; and

WHEREAS, the draft Safety Element is consistent with Government Code Section 65302(g); and

WHEREAS, on September 18, 2025, CAL FIRE staff determined the City's draft Safety Element met all applicable requirements following a multi-year work effort that involved collaboration with the City's Fire Marchal and members of CAL FIRE's land use planning division; and

WHEREAS, on November 3, 2025, the California Board of Forestry and Fire Protection approved the Safety Element as proposed; and

WHEREAS, on December 11, 2025, pursuant to Government Code Sections 65352 – 65352.5 the City mailed notices to all California Native American tribes provided by the Native American Heritage Commission and other entities listed to offer consultation prior to final action; and

WHEREAS, the public was notified of the availability of the draft Safety Element for public review and comment beginning on December 11, 2025; and

WHEREAS, the draft Safety Element has been posted on the City's website at https://www.delmar.ca.us/DocumentCenter/View/11762/City-of-Del-Mar-Safety-Element---December-2025---Draft?bidId=; and

WHEREAS, the Planning Commission Notice of Public Hearing was mailed to the required notification list for General Plan Amendments per State law on December 23, 2025; and

WHEREAS, a public notice of the Planning Commission hearing was published in Coast News on January 2, 2026 and posted at City Hall; and

WHEREAS, on January 13, 2026, the Planning Commission of the City of Del Mar held a duly noticed public hearing to review the Safety Element and the associated environmental determination in accordance with the California Environmental Quality Act (CEQA); and

WHEREAS, this action is covered by the City's Housing Element Final Program Environmental Impact Report (PEIR) and associated Mitigation, Monitoring, and Reporting Program (MMRP) certified by the City Council on October 5, 2020 (State Clearinghouse (SCH) No. 2020029064) and the proposed amendment to the City's General Plan will not result in significant effects to the environment or an increase in the severity of effects on the environment as previously analyzed and identified in the Final PEIR, therefore, pursuant to CEQA Guidelines Section 15162 no further environmental documentation is necessary; and

WHEREAS, the proposed Safety Element amendment is consistent with the other elements of the Del Mar Community Plan including the State-certified 6th Cycle Housing Element and consistent with the Del Mar Municipal Code and State-certified Local Coastal Program; and

WHEREAS, the recommendation of the Planning Commission to confirm the environmental determination and adopt the Safety Element amendment will be presented to the City Council for final adoption at a duly noticed public hearing; and

WHEREAS, oral and written testimony was submitted and considered to include without limitation:

a. Written correspondence submitted prior to the hearing;
b. Staff Report, dated **January 13, 2026**; and
c. Additional information submitted during the hearing.

NOW, THEREFORE, BE IT RESOLVED that the Planning Commission of the City of Del Mar does hereby RECOMMEND adoption of this Resolution on this **13th day of January, 2026** by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

RECUSED:

_____
_____, Chair
Planning Commission
City of Del Mar, California

ATTEST:

_____
Karen Brindley
Planning and Community Development Director
City of Del Mar, California

Community Plan Strikeout – Safety Element

As proposed, this content is being deleted and transferred into a new standalone element of the Community Plan that will more comprehensively address the Safety Element similar to how the Housing and Recreation Elements are published.

Specific Recommendations (Original Page Nos. 34—42)

~~SAFETY ELEMENT~~

~~(Note: The following was incorporated in 2019 to reflect the City's adopted hazard mitigation policies, including the adopted Del Mar Sea Level Rise Adaptation Plan, to comply with Senate Bill 379.)~~

~~The safety element is intended to protect the public health and safety, minimize the risk of hazards, and address local needs for climate change adaptation and resilience. Potential hazards in Del Mar include the threat of coastal storms, flooding, bluff erosion, beach erosion, sea level rise, dam failure, earthquake, landslide, tsunami, wildfire, structure fire, and drought. The City should continue to identify local hazards and vulnerabilities, consider safety in the planning and decision-making process, protect the community from hazards (natural and manmade), and minimize the risk of personal injury, loss of life, property damage, and environmental damage.~~

~~The City maintains a variety of safety-related plans and policies as part of the adopted safety element. At the regional level, Del Mar participates in the Multi-Jurisdictional Hazard Mitigation Plan that is coordinated by the San Diego County Office of Emergency Services. The City also has adopted plans including, but not limited to, the Local Coastal Program Land Use Plan and Sea Level Rise Adaptation Plan. These regional and local plans are incorporated herein by reference and help the City meet federal and state requirements, qualify for hazard mitigation funding, and provide for inter-jurisdictional coordination of plans and programs (pre-disaster and post-disaster) to most efficiently meet local needs.~~

City of Del Mar
Safety Element

December 2025

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EXECUTIVE SUMMARY

The Safety Element is a state-mandated element of the General Plan that identifies natural and anthropogenic hazards that have the potential (short-term and long-term) to affect the City of Del Mar. The purpose of the Safety Element is to establish a policy framework to help the City anticipate and plan for the identified hazards. The overarching goal is to reduce the community's risk of exposure to fires, floods, droughts, earthquakes, landslides, climate change, and other hazards, which can result in life threatening injuries, property damage, and economic and social dislocation (Governor's Office of Planning and Research, 2017).

The Safety Element conveys the City's goals, policies, and actions to proactively mitigate the effects of potential disaster events. It identifies the natural and human-caused hazards that affect existing and future development and sets forth policies and objectives for improved public safety in the following categories:

- Emergency Preparedness, Response, Recovery, and Mitigation: Summarizes emergency response services in Del Mar and strategies to reduce risk.
- Pollution Hazards to Air and Water: Identifies pollution hazards that can affect air and water quality in Del Mar and discusses programs in place to protect air and water quality and reduce risk.
- Greenhouse Gas (GHG) Reduction and Climate Action Planning to Minimize Risk of Climate-Related Hazards: Summarizes adaptation and resiliency strategies to reduce GHG and risks of climate change impacts in Del Mar.
- Flooding and Coastal Hazards: Identifies floodway and floodplain areas in Del Mar, discusses hazards related to projected flooding and sea level rise, dam failure, tsunami, and seiche, and summarizes adaptation strategies to reduce flood risk.
- Geologic and Seismic Hazards: Identifies geologic hazard areas in Del Mar, discusses hazards related to slope instability, surface rupture, ground failure, and liquification, and summarizes adaptation strategies to reduce risk.
- Wildland and Urban Fire Hazards: Identifies fire hazard severity zones in Del Mar, discusses emergency response and evacuation plans, and summarizes adaptation strategies to reduce fire risk.
- Hazardous Materials: Identifies potential hazardous waste sources and summarizes strategies to manage hazardous waste and reduce risk.
- Transportation Hazards: Discusses potential hazards associated with automobiles, pedestrians, bikes, and the railway and summarizes adaptation strategies to reduce risk.

1 INTRODUCTION

1.1 PURPOSE AND SCOPE

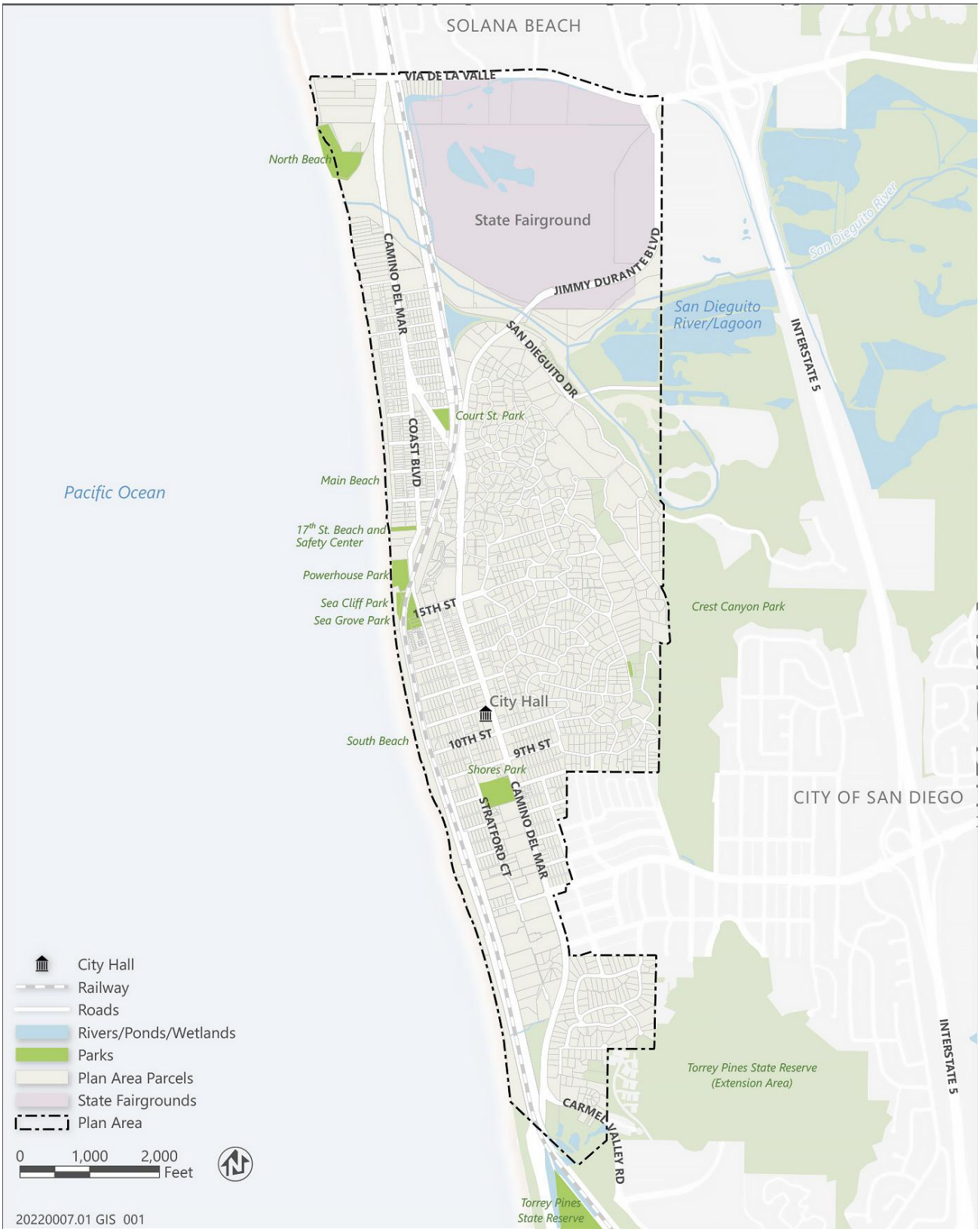
The Safety Element is one of seven elements of the City of Del Mar's Community (General) Plan that are specified as mandatory elements per State law. The purpose of the Safety Element is to identify the risks posed by natural and manmade hazards, and to provide goals and policies that will help reduce the potential for loss of life, injury, property damage, environmental damage, and social and economic dislocation as a result of these hazards. The intent is to protect the public health and safety, minimize risk of hazards, and address local needs for climate adaptation and resilience. Safety issues of primary concern in Del Mar include projected sea level rise, coastal storms, beach and bluff erosion, flooding, earthquakes, landslides, Lake Hodges dam failure, tsunamis, wildfires, structure fires, and drought. Inherently tied to these concerns is the mounting threat of climate change. In planning for these hazards, Del Mar residents, property and business owners, employees, and visitors can feel more secure in the future of the City.

1.2 SETTING

The City of Del Mar is a small coastal community (approximately 2.2 square miles) located in the northern San Diego region. With a population of approximately 4,331 people, Del Mar hosts millions of visitors each year and is known for its beaches, coastal parks and trails, scenic views, vibrant pedestrian friendly village, and seaside atmosphere. The community is primarily comprised of single-family residential neighborhoods, a small downtown village with retail uses, services, and restaurants, six hotels, and the State Fairgrounds (regional commercial and entertainment destination), which hosts the County Fair and Del Mar Racetrack as well as other events. The location of the City is shown in Figure 1.

As analyzed and described in the Safety Element, climate change is anticipated to worsen the City's risk of hazards including fires, coastal erosion, flooding, and sea level rise along the nearly two and a half miles of coastline in Del Mar, unless adaptation strategies are implemented to minimize and avoid risk of these hazards.

Figure 1: City of Del Mar



Source: City of Del Mar, Ascent 2025

1.3 RELATIONSHIP TO LOCAL PLANS AND PROGRAMS

The Safety Element is one of several local plans that address natural and human-caused hazards, mitigation, and public safety. The plan meets the following needs:

- Serves as the required component of the Del Mar Community Plan per General Plan law – See Section 1.3.1
- Addresses hazard control, which is a required policy and regulatory component of the Del Mar Local Coastal Program - See Section 1.3.2
- Identifies the City's vulnerability to, and effects of, climate change as analyzed in the Del Mar Climate Action Plan – See Section 1.3.3
- Identifies local pre-disaster planning strategies that are integrated as a required component in the San Diego County Multi-Jurisdictional Hazard Mitigation Plan for the San Diego region – See Section 1.3.4
- Identifies the City's vulnerability to wildfires and urban fires and strategies to minimize and avoid risk through emergency response plans such as the San Diego County Multi-Jurisdictional Hazard Mitigation Plan, Crest Canyon Evacuation Plan, and City Operations Plan – See Sections 1.3.4, 1.3.5 and 1.3.7
- Identifies the City's vulnerability to coastal flooding and beach/bluff erosion hazards as analyzed in the Coastal Hazards, Vulnerability, and Risk Assessment – See Section 1.3.6
- Addresses the City's Emergency Operations Plan – See Section 1.3.7
- Identifies the City's priority strategies for adaptation to minimize and avoid risk of coastal hazards as set forth in the Del Mar Sea Level Rise Adaptation Plan – See Section 1.3.8
- Identifies the City's vulnerability to flood risk and strategies to implement flood management consistent with the National Flood Insurance Program – See Section 1.3.9
- Identifies the City's vulnerability to water pollution and strategies to control stormwater in accordance with the Del Mar Clean Water Program – See Section 1.3.10

The Safety Element was prepared to be consistent with these regional and local plans and meet local needs. This will ensure that Del Mar has a coordinated and unified strategy to address public safety issues, meet federal and state requirements, qualify for hazard mitigation funding, and provide for inter-jurisdictional coordination of plans and programs (pre-disaster and post-disaster). The Safety Element incorporates information, technical analyses, and policies from these planning documents where appropriate to support this consistency.

1.3.1 Del Mar Community Plan

The Del Mar Community Plan is the City's General Plan, which is a long-range plan that is required by State law for each local jurisdiction. It includes the City's goals, policies, objectives, and implementation measures for growth and development to maintain the quality of life in Del Mar and for protection of the public health, safety, and welfare.

The Safety Element is one of the seven required elements of the City's General Plan. The State law requirements for the Safety Element are outlined in California Government Code Section 65302(g) and were put in place to protect the public from unreasonable risks associated with seismic, geologic, flooding, and fire hazards. State law allows cities to address any additional hazards and/or risks. State law requires review and update of the Safety Element concurrent

with each update to the City's Housing Element to identify new information relating to flood and fire hazards, climate adaptation, and resiliency strategies.

The City's General Plan collectively includes the Del Mar Community Plan adopted by the Del Mar voters in 1976, which is organized into three main sections (Environmental Management, Community Development, and Transportation Sections) as further described below, and includes the Housing Element, Safety Element, Recreation Element, and Environmental Justice Element, which are published separately as standalone documents.

- The Environmental Management Section: This section includes the mandatory Conservation Element and the Open Space Element policies for the preservation of natural resources, protection of areas and people susceptible to seismic and flooding hazards, and preservation and enhancement of open space. The Safety Element was initially a component in this portion of the Del Mar Community Plan document instead of a separate standalone document.
- The Community Development Section: This section of the Del Mar Community Plan includes the mandatory Land Use Element policies, which establish the location, type, intensity, and distribution of land uses throughout the City, and define the land use build-out potential. It identifies land use designations that apply to real property and specifies where residential is an allowed primary use, including the associated density range that applies, lands that are designated for a range of commercial and office uses, lands that are designated open space or building-restricted, in areas prone to natural hazards, and specific plan areas.
- The Transportation Section: This section includes the City's mandatory Circulation Element and Noise Element policies. The Circulation Element policies promote a balanced circulation system that accommodates pedestrians, bicycles, automobiles, and public transit. This relates to the Safety Element goals, policies, and objectives that address safe access, emergency response, evacuation routes, and protection of critical transportation-related facilities.
- Housing Element: The Housing Element is a mandatory element of the General Plan that sets forth the City's housing goals, policies, objectives, and action programs for each eight-year housing cycle. Building practices and codes addressed in the Housing Element were developed to consider the various potential hazards in the city. The 6th Cycle Housing Element applies to the planning period for the years 2021-2029. Pursuant to State law, an update to a City's Housing Element for each housing cycle also requires an update of the Safety Element. The Housing Element plan and programs considered the City's vulnerability to hazards and identifies strategies to encourage new housing development in locations that minimize and avoid potential hazards. A Program Environmental Impact Report (PEIR) was prepared for the 6th Cycle Housing Element with analysis of the environmentally significant factors and potential hazards in the City. The 6th Cycle Housing Element PEIR and associated Mitigation, Monitoring, and Reporting Program was certified by the City Council on October 5, 2020. The Final PEIR is available at: www.delmar.ca.us/DocumentCenter/View/7171/Final-PEIR-91020
- Safety Element: The Safety Element is a mandatory element of the General Plan that sets forth the City's goals, policies, and objectives to protect the public from unreasonable risks associated with various hazards including but not limited to seismic, geologic, flooding, and fire hazards.
- Recreation Element: The Recreation Element is intended to be used as a guide for the acquisition and development of a city-wide system of parks, recreation areas, trails, and the coordination of the recreation programs of government, private organizations, and individuals. This is not a mandatory element per General Plan law.
- Environmental Justice Element: The Environmental Justice Element is intended to reduce pollution exposure, promote food access, safe and sanitary homes, identify public facilities and services to promote physical activity, and promote civic engagement in the public decision-making process. The Environmental Justice Element is a mandatory element per General Plan law only if disadvantaged communities exist within the jurisdiction. There are no identified disadvantaged communities in Del Mar. However, the City Council committed to preparing an Environmental Justice Element with the 6th Cycle Housing Element as an implementation measure to demonstrate the City's commitment to affirmatively further fair housing, provide new opportunities for affordable housing, and maintain a healthy, sustainable environment and high quality of life for its residents.

1.3.2 Local Coastal Program (LCP)

The City of Del Mar is located entirely within the Coastal Zone and is subject to compliance with the California Coastal Act. The City's certified Local Coastal Program (LCP) includes Land Use Plan policies and Implementation Plan regulations. In 1993, the California Coastal Commission certified the City's LCP Land Use Plan, which is a compilation of the goals, policies, and recommendations to guide future development in accordance with the Del Mar Community Plan and other plans and programs (i.e., San Dieguito Lagoon Enhancement Program). In 2001, the Coastal Commission certified the City's LCP Implementation Plan, which is comprised of the City's regulatory ordinances as certified by the Coastal Commission. The Coastal Commission has approved multiple amendments to the City's certified LCP since the initial certification of the LCP.

1.3.3 Climate Action Plan (CAP)

The Del Mar Climate Action Plan (CAP) sets targets for reducing greenhouse gas (GHG) emissions within the City. In recognizing the impact of GHG emissions on human health and the natural environment, the City's CAP identifies GHG reduction targets and strategies to minimize the effects of GHG. The CAP identifies five priority areas with implementation measures to reduce GHG emissions including: increased use of renewable energy sources, installation of photovoltaic panels and energy efficient retrofits, implementation of a zero-waste policy, implementation of the "Complete Streets" policy, and establishment of an urban tree planting program.

1.3.4 San Diego County Multi-Jurisdictional Hazard Mitigation Plan (MJHMP)

The City is a party to the County's Multi-Jurisdictional Hazard Mitigation Plan (MJHMP), a pre-disaster strategic plan that serves as a guideline for lowering the risks and exposure to hazards in the region. The MJHMP is coordinated by the San Diego County Office of Emergency Services and includes maps to identify and assess risks related to potential disasters for all participating jurisdictions, including critical facility information and citywide potential hazard/loss estimates to help identify the top hazards within each city. The MJHMP also includes implementation measures to reduce potential losses and plans for the continuation of critical services and facilities, referred to as mitigation goals and actions. To remain relevant, the MJHMP is required to be updated every five years and resubmitted to the Federal Emergency Management Agency (FEMA) for approval.

An update to the MJHMP was approved by the County in February 2023. The portion of the plan that was adopted by the City of Del Mar was adopted by the City Council on May 15, 2023, to guide hazard mitigation planning for the City through 2028. The goals and actions identified as part of the MJHMP for Del Mar include coordination with SANDAG to stabilize portions of the coastal bluff as an interim measure until the LOSSAN Rail Realignment Project is implemented, replacement of the Camino del Mar Bridge over the San Dieguito River, preparation of a conceptual plan for a living levee along the San Dieguito River (consistent with the City's adopted Sea Level Rise Adaptation Plan), and implementation of the Crest Canyon Evacuation Plan. The MJHMP is incorporated by reference into the Safety Element and forms the basis of several policies in the Safety Element to ensure a coordinated approach to planning efforts, consistent with California Government Code Section 65302.6 and 65302(g). The MJHMP can be found at: https://www.sandiegocounty.gov/content/dam/sdc/oes/emergency_management/HazMit/2023/MJHMP_SD%20County%20Base%20Plan%202023.pdf.

Crest Canyon Evacuation Plan

The Crest Canyon Evacuation Plan will be used as an emergency operations resource in the event that an evacuation order is given for the neighborhoods immediately adjacent to Crest Canyon in the cities of Del Mar and San Diego. The evacuation area includes streets along the eastern and southern edges of Crest Canyon in the City of San Diego, as well as neighborhoods in the City of Del Mar located north and west of Crest Canyon, which align with areas identified in the City's fire hazard severity zones (Wildland Urban Interface). The plan was developed in cooperation between the City's Fire Department and the City of San Diego Fire Rescue Department. It includes parameters that will be implemented during an evacuation by fire, law enforcement, and city staff. The plan provides realistic and conservative estimates on the total population in the evacuation area and estimated vehicular trips, travel times to the plan's evacuation areas, evacuation vehicle demand per route, and the evacuations and vehicle routes for the two most likely wildfire scenarios. Incident Command Staff will determine the most appropriate evacuation routes and methods based on the event, and this information will be broadcast to the public. The Crest Canyon Evacuation Plan is available on the City's Website at: https://www.delmar.ca.us/DocumentCenter/View/9771/Crest-Canyon-Evacuation-Plan

1.3.5 Coastal Hazards, Vulnerability, and Risk Assessment

The Coastal Hazard Analysis, Vulnerability, and Risk Assessment (CHVRA) is a vulnerability assessment that was prepared by a City consultant (Environmental Science Associates, 2016 and 2018) to identify the City's vulnerability and risk of coastal hazards. It involved the preparation of an initial vulnerability assessment in 2016 and a supplemental addendum in 2018, which facilitated preparation and approval of an adaptation plan to minimize risk of hazards. The City of Del Mar CHVRA identified the projected timing and extent of vulnerability posed to City beaches, lagoons, coastal bluffs, visitor-serving amenities, public access areas, residential and commercial areas, and public infrastructure. This assessment informed the City of its vulnerabilities and risks, which the City has used to plan ahead to adapt, minimize risk, and prepare to respond to future vulnerabilities (i.e. projected sea level rise, flooding and erosion). The 2018 addendum compared the 2016 CHVRA assessment related to beach erosion, bluff erosion, and coastal flood risk with assessments performed by the U.S. Geological Survey's Coastal Storm Modeling System 3.0 results (CoSMoS 3.0 Phase 2, USGS 2017) and the Federal Emergency Management Agency (FEMA 2017) Flood Insurance Study (FIS) and Flood Insurance Rate Map (FIRM). The 2018 addendum concluded that:

- The CHVRA and CoSMoS flood hazard projections both consider sea level rise and are generally in agreement, which is appropriate for the purposes of adaptation planning and coastal policy development; and
- The CHVRA shoreline erosion and bluff erosion projections are appropriate for the purposes of adaptation planning and coastal policy development. While the CoSMoS Phase 2 bluff erosion projections show less erosion than the previously released CoSMoS Phase 1 data, the CHVRA bluff erosion projections (based on CoSMoS Phase 1), which were relied upon for the adopted Adaptation Plan, are appropriate for the purposes of adaptation planning and coastal policy development to ensure the City is not relying on an under-prediction of future bluff erosion.

1.3.6 Emergency Operations Plan (EOP)

The City of Del Mar Emergency Operations Plan (EOP), adopted by the City Council in July of 2024, was developed to provide a framework for the local, comprehensive emergency management system, which provides for a coordinated response to any natural disaster or man-made emergency. The plan establishes the emergency organization and addresses the coordination of emergency response activities. The goal of the plan is to provide for a coordinated effective response to ensure the protection of life, property, resources, and the environment. The plan was developed with input from partnering jurisdictions within San Diego County and is consistent with operational concepts defined in plans throughout the region, including the Operational Area (OA) Emergency Operations Plan (EOP). The EOP facilitates coordination among responding agencies, clearly defining areas of responsibility for effective response to any emergency.

1.3.7 Sea Level Rise Adaptation Plan

The Del Mar Sea Level Rise Adaptation Plan is a collection of adaptation strategies within a local land use plan that serves as the City's "toolbox" to help public and private property owners plan for and address projected sea-level rise, storm surge, coastal flooding, and erosion. It identifies the City's preferred approach and strategy to monitor changes in the environment and implement climate adaptation over time as necessary to minimize risk of hazards. In consideration of the vulnerabilities and risks, the Sea Level Rise Adaptation Plan provides tools for property owners and the City to manage risks and take actions based on measurable changes in conditions.

1.3.8 National Flood Insurance Program (NFIP)

The City participates in the National Flood Insurance Program and implements FEMA's flood management requirements. Pursuant to federal regulations Part 59 (commencing with Section 59.1) and Part 60 (commencing with Section 60.1) of Subchapter B of Chapter I of Title 44 of the Code of Federal Regulations, the FEMA flood management requirements apply to properties in the special flood hazard areas identified on the 2019 FEMA Flood Insurance Rate Map (FIRM). These regulations are implemented via the City's Floodplain Overlay Zone.

1.3.9 Del Mar Clean Water Program

The City of Del Mar's Clean Water Program is an operational service division in the Planning and Community Development Department that is implemented by a City consultant. The Program protects and enhances the quality of the San Dieguito Lagoon, Los Peñasquitos Lagoon, Del Mar beaches, and the Pacific Ocean. Maintenance of clean water is a benefit to public health and safety as well as quality of life in the community. The City's obligation to prevent pollutants from entering local water bodies (i.e., the Pacific Ocean, Los Peñasquitos Lagoon, and San Dieguito Lagoon) is regulated and enforced by State and Federal laws. Del Mar's MS4 permit (Municipal Separate Sewer System permit) is issued by the San Diego Region Water Quality Control Board to regulate City discharge of stormwater from its collection system into waters of the United States. Under this permit, only stormwater is allowed to be released into the ocean and lagoons and the City is held responsible for any violations of the permit.

The City demonstrates compliance with stormwater control requirements through proactive education, enforcement, and preparation for storm events in order to minimize stormwater runoff. This includes the City's preparation of information for residents and business owners regarding water quality protection requirements, potential impacts to water quality, and penalties that can result if and when violations occur. The intent is to quickly address and obtain voluntary compliance through corrective actions, particularly to address any human caused pollutant sources (i.e., improper disposal of trash, debris, and pet waste; runoff from irrigation; runoff from vehicle care maintenance activities such as oil spill and car wash runoff; toxic materials used as cleaning agents in and around the home; overflow/drainage from pools and spas; hosing down or pressure-washing streets, sidewalks or parking lots; swimming pool discharges; and sewer overflows).

1.4 STATUTORY REQUIREMENTS

California Government Code Section 65302(g) includes the requirements that should be addressed in a community's Safety Element. These requirements are organized into nine subsections, §65302(g)(1) through §65302(g)(9), which are summarized below:

- Government Code Section 65302(g)(1): This section identifies the primary hazards/issues that should be included in the safety element, which include: seismically induced surface rupture, ground shaking, ground failure, slope instability leading to mudslides and landslides, tsunami, seiche, dam failure, flooding, subsidence, liquefaction, other geologic hazards, wildland and urban fires, evacuation routes, military installations, peakload water supply

requirements, and minimum road widths and clearances around structures, as those items relate to identified fire and geologic hazards

- Government Code Section 65302(g)(2): Adopted through AB 162 (2007), §65302(g)(2) identifies the requirements to update floodplain mapping and information, which includes special requirements for jurisdictions within the Central Valley Flood Protection Board
- Government Code Section 65302(g)(3): Adopted through SB 1241 (2012), §65302(g)(3) identifies the requirements for updating wildfire mapping, information, and goals and policies to address wildfire hazards
- Government Code Section 65302(g)(4): Adopted through SB 379 (2015), §65302(g)(4) identifies the requirements for updating the safety element to address potential impacts associated with climate change and potential strategies to adapt/mitigate these hazards
- Government Code Section 65302(g)(5):Adopted through SB 99 (2019), §65302(g)(5) requires identification of specified evacuation constraints associated with residential developments
- Government Code Section 65302(g)(6): Adopted through SB 1035 (2018), §65302(g)(6) requires the update of the safety element every time the housing element or local hazard mitigation plan is updated
- Government Code Section 65302(g)(7): This section allows for the incorporation of a flood plain management ordinance into the safety element
- Government Code Section 65302(g)(8): This section requires consultation with the California Geological Survey, California Office of Emergency Services, and Central Valley Flood Protection Board, when applicable
- Government Code Section 65302(g)(9): This section allows cities to adopt a County Safety Element if adequate detail is provided to address city-level concerns

1.4.1 Alquist-Priolo Earthquake Fault Zoning Act

The Alquist-Priolo Earthquake Fault Zoning Act (California Public Resources Code [PRC], Chapter 7.5, Section 2621-2699.6) was intended to reduce the risks associated with surface faults and requires that the designated State Geologist identify and map "Earthquake Fault Zones" around known active faults. Per PRC §2623(a), cities and counties shall require a geologic report defining and delineating any hazard of surface fault rupture before the approval of a project. If the jurisdiction finds no undue hazard of that kind exists, the geologic report on the hazard may be waived with the State Geologist's approval. For a list of project types, please refer to PRC §2621.6. As shown in Figure 8, no Alquist-Priolo Earthquake Fault Zones run through Del Mar.

1.4.2 Seismic Hazards Mapping Act

The Seismic Hazards Mapping Act (California Public Resources Code [PRC], Chapter 7.8, Sections 2690-2699.6) created a statewide seismic hazard mapping and technical advisory program in 1990 to help cities and counties more effectively address the effects of geologic and seismic hazards caused by earthquakes. Under PRC §2697, cities and counties shall require a geotechnical report defining and delineating any seismic hazard before approving a project located in a seismic hazard zone. If the jurisdiction finds that no undue hazard of this kind exists based on information resulting from studies conducted on sites near the project and of similar soil composition to the project site, the geotechnical report may be waived. After a report has been approved or a waiver granted, subsequent geotechnical reports shall not be required, provided that new geologic datum, or data, warranting further investigation is not recorded. Each jurisdiction shall submit one copy of each approved geotechnical report, including the mitigation measures to be taken, if any, to the State Geologist within 30 days of its approval of the report. For a list of project types, please refer to PRC §2693.

1.4.3 Cortese List

Government Code Section 65962.5 (typically referred to as the "Cortese List") identifies sites that require additional oversight during the local permitting process as well as compliance with the California Environmental Quality Act (CEQA). The list is generally a compilation of properties and businesses that generate, store, and/or have been impacted by the presence of hazardous materials/wastes. Many properties identified on this list may be undergoing corrective action, cleanup, or are abandoned and in need of these activities. The City of Del Mar does not have any sites on the Cortese List.

2 EMERGENCY PREPAREDNESS, RESPONSE, AND RECOVERY

Emergency preparedness involves considerations beyond identification of the various hazards that exist. The ability to anticipate, evaluate, and mitigate potential risks posed by natural and human-caused hazards is paramount to a City's longevity. The emergency response system in the San Diego region is very well integrated and generally follows the San Diego County Emergency Operations Plan for managing emergencies and disasters consistent with the Incident Command Systems (ICS) model from the federal Emergency Management Agency (FEMA). Information updates readily flow between agencies in the region. This includes County emergency operations, dispatch centers, Fire, Lifeguard and law enforcement emergency responders, as well as consideration of threat analysis provided by the National Weather Association and National Oceanic and Atmospheric Administration during periods of warnings, advisories, and watch. Chapter 2 outlines the intergovernmental coordination involved in preparation for emergency response and recovery.

2.1 EMERGENCY PREPAREDNESS

During non-emergency times, the City remains in a constant state of readiness. The potential for natural disasters or human-caused hazards places a continued emphasis on preparedness activities. Preparedness activities are those activities which help City staff support and enhance response to an emergency. Emergency planning, staff training and exercises, hazard identification and assessment, resource identification, public awareness and education focus on the City's preparedness for all hazards. City public safety personnel identified in this plan have either primary or support roles during emergencies and are responsible for maintaining policies and procedures for response, as outlined in the City's Emergency Response Plan (EOP). City personnel receive training on emergency response procedures, both at the field level and in the Emergency Operations Center (EOC), as detailed in Section 2.2.2.

2.1.1 Emergency Operations Plan (EOP)

Through the adoption of the 2024 Emergency Operations Plan (EOP), the City has taken an all-hazards stance when planning for the emergency needs of the community. This approach is an integrated method of emergency preparedness that focuses on capacities and capabilities that are critical to preparedness for a full spectrum of emergencies or disasters. This means that the local jurisdiction is dedicated to developing the capacities and capabilities necessary during a crisis or emergency. It ensures that the City and its stakeholders have the proper training, supplies, and leadership to address a broad range of threats. The City's all-hazards planning approach identifies the resources required, and the steps to be taken, before and after an incident. It strives to minimize injuries and/or destruction of property and all categories of resources. The approach takes emergency preparation, which is complex and extensive, and breaks it down into manageable tasks that rely on standardized terminology and protocols.

2.1.2 City Staff Training

The City strives to ensure personnel have the training necessary to perform daily operations and serve in an emergency role during any incident. The City follows the Federal Emergency Management Agency (FEMA) National Incident Management System (NIMS) guidelines to ensure that EOC personnel are trained and familiar with their roles and responsibilities during an emergency response.

The City also participates in the countywide reoccurring two-year exercise schedule which includes a tabletop exercise in year one, followed by a full-scale exercise in year two. Every two-year cycle focuses on a different scenario and provides an opportunity for emergency responders and EOC staff to test regional coordination, plans, and procedures. In addition, the City engages in internal exercises as needed to test City specific operations, policies, and procedures.

2.1.3 Public Education, Outreach, and Training

The City promotes emergency preparedness through public education. The City of Del Mar Fire Department engages local residents and businesses to inform them about the different hazards and provides community presentations to increase public knowledge about emergency preparedness, response, and recovery operations. These engagement opportunities include:

- Community Emergency Response Team (CERT): The CERT program is an all-risk, all-hazard training program, designed to educate residents in the community about disaster preparedness. CERT is a valuable program that helps residents protect themselves, their families, their neighbors, and their neighborhood during an emergency. The City's CERT program provides preparedness opportunities to city residents through various workshops and training courses.
- Educational Materials: The City website offers educational videos and materials that are intended to increase public preparedness in the event of a disaster or emergency. These materials can be accessed on the City's website at: https://www.delmar.ca.us/281/Emergency-Preparedness
- The videos include information on emergency preparedness, information on creating an emergency response plan and kit to best prepare yourself and your family after a major disaster, and additional information on the CERT and the EOC. Additionally, the website includes a video series provided by the San Diego County Fire Chiefs Association that covers a variety of topics pertaining to emergency preparedness and response to a range of disasters, including tsunamis and earthquakes.

2.1.4 Emergency Notification and Informational Tools

The City of Del Mar offers several emergency notification and informational tools to help better inform residents, property owners, and visitors of an emergency at the local, state, or federal level.

- Alert San Diego (Genasys Alert): Alert San Diego is a location-based alerting tool designed to provide multimodal delivery of an emergency through text, voice, and email. Opt-in is required for Alert San Diego and registration can be completed via the Alert San Diego website at: https://www.alertsandiego.org/. The Alert San Diego website also provides resources and links to other agencies and information on preparedness, emergency, and recovery.
- Wireless Emergency Alerts (WEA): Wireless Emergency Alerts do not require opt-in and broadcast emergencies to cell phones within a targeted area. The WEA is used by local, state, and federal officials and can alert individuals within the target areas to take action or seek more information on the subject matter.
- Genasys Protect: Genasys Protect is a publicly accessible website and app that allows community members to view the status (Normal, Advisory, Evacuation Warning, Evacuation Order, Evacuation Order Lifted, and Shelter in Place) of zones. App users are able to save up to five locations to track zone status. Genasys Protect can be accessed via the website at: https://genasys.com/genasys-protect-citizen-site-and-app/.
- SD Emergency Mobile Application: The SD Emergency app is produced by the County OES and sends a notification to a user's mobile device with information regarding evacuations and other important safety information. Additionally, the SD Emergency app helps users to better plan for the unexpected in advance of an emergency.
- City of Del Mar website: The City of Del Mar provides news and announcements on their website in the event of an emergency. The Alert Center with the City of Del Mar is a resource that informs the public of any current emergencies within a specific area. The public can sign up for notifications to be sent directly to them through the City website at: https://www.delmar.ca.us/list.aspx?Mode=Subscribe#newsFlash.

2.2 EMERGENCY RESPONSE

Emergency response activities typically focus on actions necessary to save lives and prevent further property damage during an emergency or disaster. Whenever possible, emergency response activities will be initiated and managed

locally with City resources. The City is responsible for directing and coordinating emergency operations, while other levels within the Standardized Emergency Management System (SEMS) structure provide support as needed. When the emergency exceeds the City's capabilities or capacities, mutual aid assistance should be requested through established agreements with other jurisdictions (local, state, or federal) or the San Diego County Operational Area (OA), as described below in the Emergency Operation Plan.

Emergency response services in the City of Del Mar are primarily provided by the City's Fire Department and the County Sheriff's Department under contract with the City. Additionally, if activated by the Fire Chief or the City Manager, City Staff would become emergency service workers and staff the EOC, as described in Section 2.2.2.

The Emergency Operations Plan, adopted by the City of Del Mar on July 8, 2024, was developed to describe the local, comprehensive emergency management system, which provides for a coordinated response to any natural disaster or man-made emergency. The plan establishes the emergency organization and addresses the coordination of emergency response activities. The goal of the EOP is to provide for a coordinated, effective response to ensure the protection of life, property, resources, and the environment.

In the event of a large-scale emergency, emergency management and disaster response are coordinated under the County's Emergency Operations Plan. The County of San Diego OES (County OES) coordinates the overall county response to disasters. The County OES is responsible for notifying appropriate agencies when a disaster occurs; coordinating all responding agencies; ensuring resources are available and mobilized; developing plans and procedures for response to and recovery from disasters; and developing and providing preparedness materials for the public.

2.2.1 Emergency Proclamation

In the event of a local, state, or federal emergency, the City of Del Mar will declare an emergency in accordance with Chapter 2.52, Emergency Services, of the Del Mar Municipal Code. The City Manager operates as the Director of Emergency Services and may appoint the Assistant Director of Emergency Services. During a local emergency, the City Council may proclaim a local emergency. If the City Council is not in session, or cannot be convened in a timely manner, the Director (or duly appointed alternate) may issue the proclamation of a local emergency for a period of seven days or less. A local emergency shall be proclaimed when there exists conditions of disaster or of extreme peril to the safety of persons or property within the City, caused by such conditions as air pollution, fire, flood, storm, epidemic, riot, drought, sudden and severe energy shortage, plant or animal infestation or disease, a Governor's warning of an earthquake, or other conditions other than conditions resulting from a labor controversy, which conditions are or are likely to be beyond the control of the services, personnel, equipment and facilities of the City, and require the combined forces of other political subdivisions to combat.

2.2.2 Emergency Operations Center (EOC)

During a large emergency or disaster situation, City staff will open the Del Mar Emergency Operations Center (EOC) in the Del Mar Civic Center Town Hall, shown in Figure 2. The EOC primarily serves as a point of information and resource management in order to promote public safety during a large emergency. Staff assigned to the EOC will collect, analyze, and distribute emergency information and support to residents, visitors, schools, businesses, City staff, and emergency responders. In addition, the EOC will coordinate public emergency notifications, evacuations, and sheltering. In the event of a Red Alert for firestorms in San Diego County, the State Fairgrounds properties, including the Del Mar Horse Park, are designated as regional evacuation sites for large animals.

The EOC is only activated during a large emergency or disaster and would remain active until the situation is resolved. This can last anywhere from several hours to several weeks. The EOC is staffed by various City departments and is led by the EOC Director. It is organized using the National Incident Management System under the Incident Command System (ICS) Guidelines, and functional EOC divisions under this system include Management, Operations, Planning, Logistics, and Finance.

Additional EOC functions include:

- Execute city leadership policy
- Support first responders
- Coordinate mutual aid
- Disseminate public warnings and alerts
- Coordinate evacuations and shelters
- Facilitate continuity of city services and government
- Conduct damage assessment
- Prepare for recovery

The City of Del Mar uses WebEOC emergency management system software and various communication tools to share information with the county and other agency EOCs.

Del Mar's Community Emergency Response Team (CERT) could assist City staff at the EOC during the event of an emergency. CERT will provide communications support through use of radio equipment and the Amateur Radio Emergency Data Network (AREDN).

- Operational Area: Once it has been determined that an incident is beyond the capabilities of the City and/or its mutual aid agreements, the City may request the assistance of the County of San Diego, which, through its designation as the Operational Area (OA), may provide additional support and resources to the City or region. Direction and control of the local incident remains with the City. When a request is initiated by the City, additional assistance related to direction and control may be provided by the County OA. The County of San Diego manages the OA EOC. The decision to activate the OA EOC will be made by the County's Director of OES. The Director may also activate the OA EOC when (1) there is an incident involving an unincorporated area; (2) there is an incident involving the unincorporated area plus one or more cities; or (3) when there is an incident involving two or more cities. The OA EOC will help coordinate incident responses among all affected local jurisdictions.
- State Coordination: The OA EOC communicates with the State Operations Center (SOC) on behalf of the local jurisdictions. During major emergencies, state government resources are mobilized through Cal OES in response to requests received through regional mutual aid coordinators. Jurisdictional needs are communicated to the OA EOC that then communicates these needs directly to the state.
- Federal Coordination: When the federal government responds to an emergency or disaster within the City, it will coordinate with the state to establish a Unified Coordination Group (UCG) in accordance with unified command principles. The UCG will integrate state and federal resources and set priorities for implementation. The UCG may activate a Joint Field Office (JFO) to facilitate unified operations. When a JFO is activated, the SOC will transfer operational control to that facility.

Figure 2: Location of Emergency Operation Center

Source: Adapted by Ascent in 2025

2.2.3 Fire And Emergency Services

The Del Mar Fire Department (DMFD) responds to fire, medical, and all-risk service calls in the City of Del Mar and surrounding areas in Solana Beach, Encinitas, and portions of San Diego through automatic aid agreements. The Department is responsible for emergency preparedness in the City including homeland security planning and exercises. The Fire Department provides outreach to residents and businesses; inspects and pre-fire plans multioccupancy and commercial buildings; and maintains a high level of education, training, and fitness to provide the best possible emergency service to the residents of Del Mar as well as visitors to the City and the Fairgrounds. Day-to-day operational management of the Fire Department is provided through a cooperative management agreement with the cities of Encinitas and Solana Beach.

The DMFD station is located on the State Fairgrounds property at 2200 Jimmy Durante Boulevard, and is equipped with one front-line Type I fire engine and a utility pickup truck. DMFD operates from one fire station and includes full-time staff consisting of captains, fire engineers, and firefighters/paramedics. The Del Mar service area covers more than 2.5 square miles and includes more than 1,600 structures. The Operational Area Fire and Rescue Coordinator dispatch center receives calls for service, which are responded to by the closest engine for participating agencies, including additional mutual aid assistance from fire departments throughout San Diego County.

The City is prepared in the event of a fire emergency and demonstrated this ability through the multi-jurisdictional coordinated response to the Torrey Pines State Recreation Area Fires on June 25 and 27, 2024. The fires burned roughly 30 acres in the Torrey Pines State Recreation Area, just south of the city limits of Del Mar, and prompted evacuations in both the City of Del Mar and the City of San Diego. Fire crews from several jurisdictions were assisting with the firefighting efforts and law enforcement worked to evacuate adjacent homes. Before the Torrey Pines Fire, there had been no reported wildfires within five miles of the City of Del Mar. The United States Geological Survey (USGS) provides wildfire data sets that are updated when new information becomes available. Information on wildfires and an interactive wildfire map can be found on the USGS website at the following link: https://www.usgs.gov/tools/california-wildfires

2.2.4 Law Enforcement Services

The City contracts with the San Diego County Sheriff's Department (SDCSD) for law enforcement services. The SDCSD facility serving Del Mar is located at 175 North El Camino Real in the City of Encinitas (North Coastal Station). Staffing at the North Coastal Station is comprised of 107 staff with 36 active members from the Senior Volunteer Unit. As of 2020, there are no plans to expand the facility (6th Cycle Housing Element 2021). In addition to personnel assigned to the San Diego County Sheriff's North Coastal Station, the City has immediately available the entire scope of services offered by the San Diego County Sheriff's Department for specialized investigations, tactical operations, and emergency situations. The San Diego County Sheriff's Department participates in regional, Statewide, and national mutual aid systems and, through such systems, is able to manage public safety issues.

2.2.5 Community Services Department

The Community Services Department headquarters is located at the 17th Street Beach and Safety Center at 1700 Coast Boulevard. The Department oversees numerous City operations including public safety services at the beach, parks, and coastal bluffs, parking and beach enforcement, and all community facility use permits and film permits for the parks, beach area, Powerhouse Community Center, and Civic Center. A description of the operational divisions within the Department is included below as well as Figure 3, which depicts the location of public facilities in Del Mar.

- Lifeguard Beach and Safety Services: The Department serves the community with a wide variety of community service programs including a vibrant Junior Lifeguard program, public education, safety talks, signage, and reports on ocean water conditions. The Department staffs full-time and seasonal lifeguards. Lifeguards patrol and oversee 2.5 miles of beach, coastal parks, and coastal bluffs. Each day, lifeguards establish and maintain safe swimming and

surfing areas. They warn visitors of dangerous swimming areas, rip currents, and unstable cliffs and bluffs. Lifeguard responsibilities include water rescue of swimmers and surfers, emergency medical care, boat rescues, swift-water rescue teams for river or flood emergencies, missing persons, and other related emergencies. The lifeguards operate year-round and are on duty from 8:00 a.m. until half an hour after sundown. Lifeguards also respond to calls for service via the 911 system for after-hour calls and specialty response teams such as Swift Water, Cliff, and SCUBA rescue.

Environmental conditions, including surf and weather, are constantly monitored each day and regularly updated for the public and to assist with preparations needed for storm or emergency response. The Del Mar beach has strong rip currents and several inshore holes. The department averages 800 water-related rescues and 1,100 medical aids per year with roughly three million visitors annually.

Due to their function and familiarity with the beach in Del Mar, lifeguards are essential to the City's proactive preparation for storm events and helping to minimize risk to public health and safety from hazards; assist during such events as needed for emergency response; and facilitate the community's recovery in response to damage from hazards and other disaster-related events.

- Enforcement Division: The City's Enforcement Division within the Community Services Department includes parking and beach enforcement patrols who observe and report on conditions throughout the City. Their skills and qualifications enable them to assist during emergency responses and provide vital services including assisting with maintaining the peace, crowd control, communications, and traffic control.

2.2.6 Public Works and Engineering Department

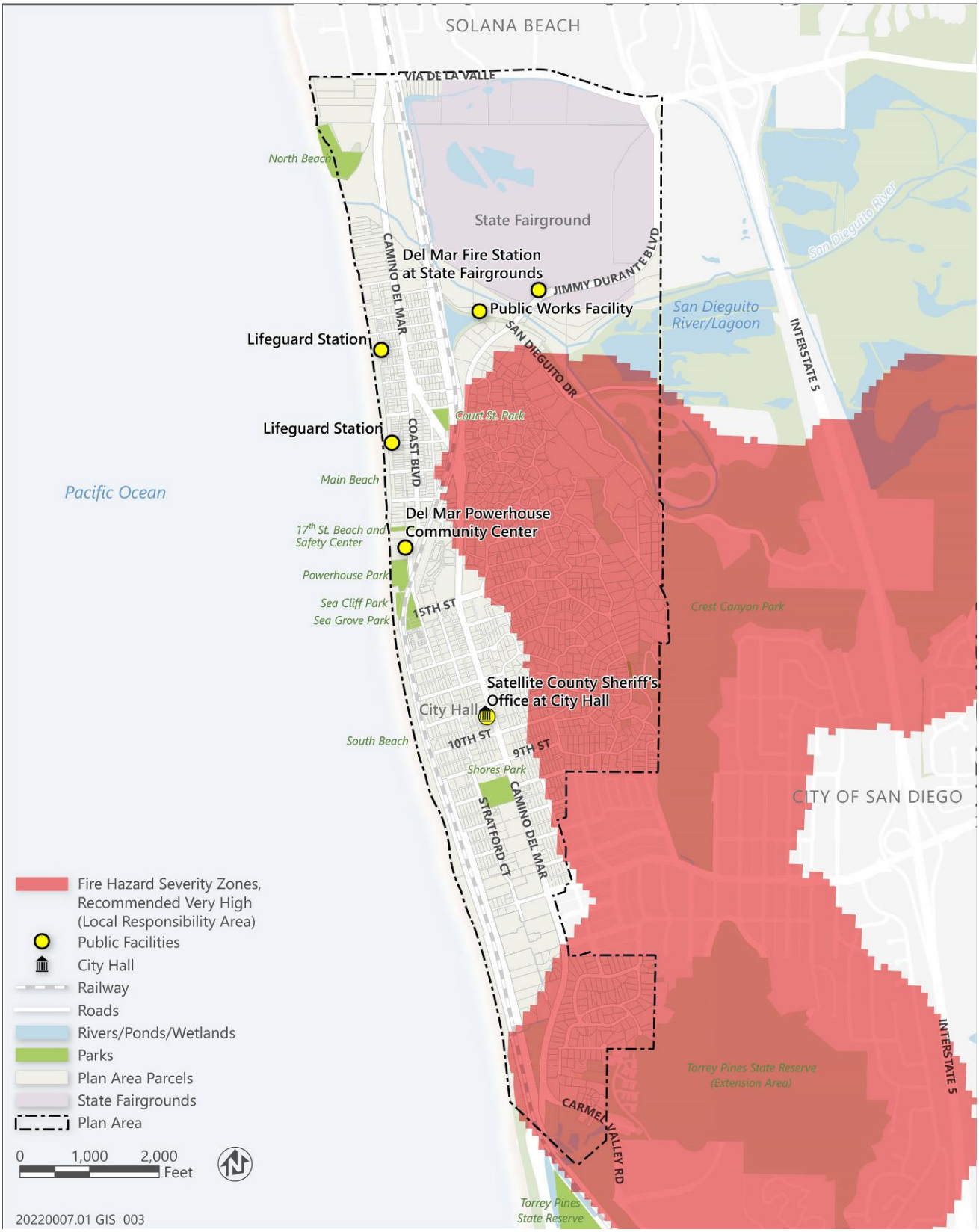
The Public Works and Engineering Department maintains the City of Del Mar's critical public infrastructure. The Department oversees the installation, maintenance, repair, and replacement of the City's public facilities and public infrastructure including buildings, roadways, bridges, parks and open space areas, and water, storm drain, and wastewater infrastructure systems. Responsibilities include Capital Improvement Program (CIP) development and CIP project management, budgeting, grant applications, implementation, and construction as well as response to inquiries regarding public facilities and infrastructure. This includes management of:

- Potable water including the City's water storage reservoirs and the associated water distribution network, which involves the purchase of water through various interagency agreements
- Wastewater collection and pumping to the receiving agencies which transport and treat the wastewater
- Streets and roadways with associated pedestrian paths, bike lanes, signage, traffic signals, and landscaping
- Stormwater collection infrastructure
- Open spaces including park landscaping, public pathways and trails, and beach maintenance
- City facilities and facilities grounds

Operations include the administration and management of as-needed service contracts for various services including civil, structural, electrical, traffic engineering; field investigations; surveying; beach street ends and seawalls; geotechnical; construction management; and architectural services; interagency contracting and administration; and services related to encroachment permit and development permit review and inspection of privately funded public improvements.

The Department prepares the City in advance of storms to minimize risk to critical public infrastructure, which involves placement of sand barriers on the beach and sandbags in areas prone to flooding, placement of portable electronic message boards to advertise emergency public notifications, inspection of equipment/infrastructure to ensure operational needs will be met. Under emergency situations, the Public Works Department will provide Del Mar residents up to 10 bags and access to sand at the Public Works Department yard located at 2240 Jimmy Durante Blvd.

Figure 3: Location of Public Facilities



Source: Adapted by Ascent in 2025

2.2.7 Mutual Aid Agreements

Mutual aid, including personnel, supplies, and equipment, is provided in accordance with the California Master Mutual Aid Agreement, and other local Mutual Aid Agreements. In San Diego County, jurisdictions are linked through various mutual aid agreements. The City, through its Fire, Law Enforcement, and Public Works Departments, has existing mutual aid agreements, including automatic mutual aid, with regional partners. These agreements are often utilized daily and are always available on an as needed basis. Additional supporting organizations include the County of San Diego (OA), California Governor's Office of Emergency Services (Cal OES), the Federal Emergency Management Agency (FEMA), the Community Emergency Response Team (CERT), American Red Cross (ARC), and local nonprofit organization 211 San Diego, which is a trusted source for information and connections to community, health, and disaster resources in the San Diego region.

In the event of an emergency, the City will follow its established emergency protocols, including those established by the County of San Diego Operational Area Emergency Operations Plan. The relevant annexes of the countywide Emergency Operations Plans are available at:

- Emergency Management – "Annex A": https://www.sandiegocounty.gov/content/dam/sdc/oes/emergency_management/plans/op-area-plan/2022/EOP2022_Annex%20A%20.pdf
- Fire and Rescue Mutual Aid Operations – "Annex B": https://www.sandiegocounty.gov/content/dam/sdc/oes/emergency_management/plans/op-area-plan/2022/EOP2022_Annex%20B.pdf
- Law Enforcement Mutual Aid Operations – "Annex C": https://www.sandiegocounty.gov/content/dam/sdc/oes/emergency_management/plans/op-area-plan/2022/EOP2022_Annex%20C.pdf
- Care and Shelter Operations – "Annex G": https://www.sandiegocounty.gov/content/dam/sdc/oes/emergency_management/plans/op-area-plan/2022/EOP2022_Annex%20G.pdf
- Communication and Warning Systems – "Annex I": https://www.sandiegocounty.gov/content/dam/sdc/oes/emergency_management/plans/op-area-plan/2022/EOP2022_Annex%20I.pdf
- Evacuation – "Annex Q": https://www.sandiegocounty.gov/content/dam/sdc/oes/emergency_management/plans/op-area-plan/2022/EOP2022_Annex%20Q.pdf

2.3 EMERGENCY RECOVERY

Recovery activities typically occur after an emergency/disaster event. These activities focus on reestablishing services to any impacted areas, repairing and/or reconstructing damaged buildings and infrastructure, and aiding residents and businesses with permitting and approvals of building plans as part of the reconstruction process.

After a disaster or emergency, the City assesses the extent of damage, if any, and coordinates a response as follows:

- Response to a more significant natural disaster involves coordination between all City Departments, neighboring jurisdictions, and Federal agencies, such as FEMA, to secure post disaster recovery funding.
- The Public Works Department takes the lead to make repairs and restore service and operation of the City's facilities and essential infrastructure, including removal of debris from City roadways and storm drains.

Depending on the scale and type of incident, recovery may require specialized consultant expertise to address the issues created.

- The Community Services Department takes the lead to address coastal hazards along the shoreline and helps with the recovery response to damage to restore safe operations.
- The Planning Department takes the lead on emergency permit processes for the City and identifies the process for redevelopment, which includes compliance with the Coastal Development Permit regulations (DMMC Chapter 30.75) and regulations for redevelopment of nonconforming structures (DMMC Chapter 30.76).
- In the event of a building being damaged in an emergency/disaster event, the City's Planning Department and Chief Building Official take the lead to inspect for building safety and advise on next steps for recovery.
- As part of the recovery from a major disaster event (i.e., fire, flood, landslide, tsunami), identification of potential hazardous waste sources shall be considered and remediated as applicable.

2.4 EMERGENCY/DISASTER MITIGATION

The City identifies and implements mitigation measures to plan ahead to reduce losses from disasters. This includes enforcement of land use, design, and construction regulations including local regulations, State Fire and Building Codes, and Federal Codes (i.e., Federal Emergency Management Agency floodplain regulations). Identified hazards will be made safer via ordinance, regulations, public awareness campaigns, special mitigation projects, and policy making. The City's zoning ordinances and the California Fire and Building Code, which are adopted into the Del Mar Municipal Code via reference, support mitigation efforts through the enforcement of fire codes and earthquake standards. Other City regulations help mitigate potential hazards through several code enforcements such as installation of water systems of adequate size and pressure for firefighting, adequate roadway widths for emergency vehicle access, and use of floodproofing and adaption measures to minimize flood risk.

2.4.1 Multi-Jurisdictional Hazard Mitigation Plan

The City is a party to the County's Multi-Jurisdictional Hazard Mitigation Plan (MJHMP), a pre-disaster strategic plan that serves as a guideline for lowering the risks and exposure to hazards in the region. The City's vulnerability to hazards and corresponding mitigation and hazard reduction strategies are identified in the MJHMP (see Section 1.3.4). The State encourages California counties and cities to adopt their current, FEMA-approved local hazard mitigation plans into the Safety Element of their General Plan, which the City of Del Mar has addressed by incorporating the Multi-Jurisdictional Hazard Mitigation Plan by reference into the Safety Element. The MJHMP can also be found at: https://www.sandiegocounty.gov/content/dam/sdc/oes/emergency_management/HazMit/2023/2023%20City%20of%20Del%20Mar%20Haz%20Mit%20Annex_Final%20%20.pdf

Participation in the County's MJHMP makes the city eligible to be considered by the state for reimbursement of part or all of its local-share costs on eligible Public Assistance funding through the California Disaster Assistance Act (CDAA). The MJHMP for the City of Del Mar planning area was developed in accordance with the Disaster Mitigation Act of 2000 (DMA 2000) and followed FEMA's Local Hazard Mitigation Plan guidance. The MJHMP incorporates a process where hazards are identified and profiled, the people and facilities at risk are analyzed, and mitigation actions are developed to reduce or eliminate hazard risk. The implementation of these mitigation actions, which include both short and long-term strategies, involve planning, policy changes, programs, projects, and other activities. The most recent update to the MJHMP was adopted by the City of Del Mar and incorporated into the regional plan in 2023.

2.5 GOALS, POLICIES, AND IMPLEMENTATION ACTIONS

Goal 2: Promote emergency preparedness through comprehensive local and regional planning, coordination, effective communication, and emergency management.	
Policy 2.1	Ensure the City is aware of its vulnerabilities and prepared to respond to emergencies with effective response plans to protect public safety, critical public infrastructure and facilities, public resources, and the environment. Implementation Action 2.1: Establish operational standards and level of service guidelines for emergency response services.
Policy 2.2	Ensure operational readiness of the City's Emergency Operations Center at the Civic Center. Implementation Action 2.2.1: Implement emergency response training to ensure all staff is prepared in the event of a disaster. Implementation Action 2.2.2: Continue to participate in regional response preparedness and planning coordination including updates to the Emergency Operations Plan and the Multi-Jurisdictional Hazard Mitigation Plan.
Policy 2.3	Provide community outreach and education and ensure at-risk populations are included.
Policy 2.4	Maintain adequate emergency response levels of services that protect quality of life and minimize and avoid preventable losses of life and property. Implementation Action 2.4: Monitor and periodically update the Emergency Operations Plan.

3 REDUCTION OF POLLUTION HAZARDS TO AIR AND WATER

3.1 AIR POLLUTANTS

Air pollutants are substances in the atmosphere that affect our health. They include smoke, particles, and gases from human-caused and natural sources, such as wildfire. People generate air pollution in many ways — through the vehicles they drive, the stoves they cook on, and the fuel burned to produce heat and electricity. Air pollution from these sources may harm our hearts or our lungs and reduce our resistance to disease. Air pollutants may cause diseases, especially those to the respiratory system.

The San Diego Air Pollution Control District (SDAPCD) and the San Diego Association of Governments (SANDAG) are responsible for development and implementation of the clean air plans for attainment and maintenance of the ambient air quality standards in the San Diego Air Basin (SDAB), specifically, the State Implementation Plans (SIP) and Regional Air Quality Strategy (RAQS). According to the SIP and RAQS, the primary sources of short-term emissions of various air pollutants in urban areas includes those which are emitted by construction equipment during various activities such as grading, excavation, building construction, or demolition. Long-term pollutant emissions include those associated with mobile sources (e.g., vehicle trips), energy sources (e.g., electricity and natural gas), area sources (e.g. architectural coatings and the use of landscaping maintenance equipment), as well as industrial and commercial processes. Additional information about greenhouse gas emissions is outlined in Section 5.1.1.

3.2 WATER POLLUTANTS

Water pollution is the contamination of water resources that compromise the beneficial uses of water including drinking, recreation, irrigation, and other activities. Pollutants may include chemicals, trash, bacteria, and sediment.

Additionally, rainwater and urban runoff flow from the streets and properties directly into local storm drains. Because storm drains are not connected to treatment facilities, they flow directly into creeks, lagoons, and the Pacific Ocean, allowing for pollutants to negatively affect these waterways.

- Clean Water Program: The City of Del Mar's Clean Water Program protects and enhances the quality of the San Dieguito Lagoon, Los Peñasquitos Lagoon, Del Mar beaches, and the Pacific Ocean. For Del Mar, clean water ties directly to quality of life and is key not only to health and recreation, but to property values, tourism, and visitor spending. Clean water is a benefit to everyone.

  The City's obligation to prevent pollutants from entering the Pacific Ocean, Los Peñasquitos Lagoon, and San Dieguito Lagoon water bodies is regulated by state and federal laws. Del Mar's MS4 (Municipal Separate Sewer System) permit is issued by the San Diego Region Water Quality Control Board and regulates City discharge of stormwater from its collection system into waters of the United States. Under this permit, only stormwater is allowed to be released into the ocean and lagoons. Unauthorized connections or discharges into gutters and storm drains are prohibited and could result in enforcement actions. As a permittee, the City of Del Mar prohibits all non-storm water discharges, except where they qualify as a conditional discharge or are authorized by a separate permit.

  Through the Del Mar Clean Water Program, the City proactively informs residents of the water quality protection requirements and the potential impacts if violations occur, and enforces violations throughout the City. Significant pollutant sources include improper disposal of trash and debris, runoff from irrigation and lawn and garden care, runoff from vehicle care and maintenance actives such as oil spills and at home car washes, failure to clean up pet waste, toxic materials used as cleaning agents in and around the home, and overflow/drainage from pools, spas, and fountain maintenance. The Clean Water Program also provides information in advance of storm events to facilitate City preparation as necessary to ensure compliance with the stormwater regulations and minimize the risk to critical public infrastructure.

- Water Quality Improvement Plans: The Regional Water Quality Control Board requires Responsible Agencies or co-permittees in the region's respective Watershed Management Areas to develop Water Quality Improvement Plans. The City of Del Mar has Water Quality Improvement Plans for the San Dieguito and Los Peñasquitos Watersheds, which identify the water quality conditions and priorities for planning and implementation efforts.

  In addition, the City of Del Mar has developed a Jurisdiction Runoff Management Plan which includes the strategies, standards, and protocols that the City implements consistent with the Water Quality Improvement Plans.

  The highest priority water quality conditions for the Los Peñasquitos Watershed Management Area are:

  - Monitoring of freshwater discharges during dry conditions and transport of sediment from upstream sources (current and historical) during rain events, which impact the estuarine and special biological habitats of Los Peñasquitos Lagoon; and
  - Monitoring of indicator bacteria levels at Torrey Pines State Beach near the Los Peñasquitos Lagoon mouth.

  The highest priority water quality conditions for the San Dieguito Watershed Management Area are:

  - Monitoring of indicator bacterial levels at beaches near the San Dieguito Lagoon mouth.

  The City identified measurable performance standard targets and metrics for evaluation of progress towards improving water quality and strategies to address the City's discharge and make improvements to achieve the performance standards and identified priorities for water quality conditions.

  Examples of activities the City has implemented to address potential sources of pollution include:

  - Focused inspections of commercial, municipal, and construction sites
  - Response to public or City staff observations of potential pollution activities
  - Observation of storm drains to identify pollution sources
  - Investigations of pollutant sources
  - Cleaning of the storm drain system
  - Street sweeping
  - Diversion of non-stormwater discharges to the sanitary sewer system
- Ordinance Regulating Balloons Filled with a Gas Lighter Than Air: To demonstrate leadership in sustainability and take action to protect our natural resources, divert waste from landfills, reduce greenhouse gas emissions, and increase City cleanliness and quality of life by reducing litter on City beaches, the City of Del Mar passed Ordinance No. 1001 (DMMC Section 11.48.030) which regulates balloons filled with a gas lighter than air. Plastic pollution is a significant environmental challenge and microplastics have been found in drinking water, food, and the air we breathe. Latex and Mylar are the two types of balloons in general use, and both have the capability to travel hundreds, sometimes, thousands of miles before landing. Mylar balloons are petroleum-based and not biodegradable, and while latex does biodegrade, latex balloons contain petroleum-based additives and are not 100% biodegradable. The release of both types of balloons result in additional plastic pollution that negatively affects the safety of the citizens, wildlife, oceans, coastlines, and communities. The Ocean Conservancy has determined that latex and Mylar balloons are the most common form of floating garbage within 200 miles of American shorelines.

3.3 GOALS, POLICIES, AND IMPLEMENTATION ACTIONS

Goal 3: Protect the community, to the maximum extent feasible, from exposure to sources of pollution hazards that can have a significant impact on human and environmental health, including hazardous materials and waste.	
Policy 3.1	Continue to protect and enhance the quality of the San Dieguito Lagoon, beaches, Pacific Ocean, and quality of life for Del Mar residents. Implementation Action 3.1.1: Continue to implement the Clean Water Program, including measures such as water quality testing of the San Dieguito Lagoon, Del Mar beaches, and Pacific Ocean. Implementation Action 3.1.2: Through the Sustainability Advisory Committee, continue to explore options for more comprehensive regulation of plastics and other sources of pollution to air and water sources to reduce waste and potential pollution to local air and water resources.
Policy 3.2	Continue to implement the objectives identified in the Climate Action Plan (CAP) related to reduction of pollution hazards.
Policy 3.3	Evaluate whether proposed development will include sources of pollution and require mitigation to minimize and avoid exposure to hazards to the maximum extent feasible.

4 GREENHOUSE GAS REDUCTION AND CLIMATE ACTION PLANNING TO MINIMIZE RISK OF CLIMATE-RELATED HAZARDS

The Climate Action Plan (CAP) identifies analysis for four policy categories including Energy and Building, Water and Waste, Transportation, and Urban Tree Planting. Greenhouse gases (GHGs) are generated by burning fossil fuels like gasoline, diesel fuel, and natural gas during electricity generation, and by using vehicles that run on this fuel (Climate Action Plan, 2016). The negative effects of GHG emissions can be seen and felt in the Del Mar community through the exacerbation of climate related events such as coastal storms, flooding, bluff erosion, earthquakes, fires, etc. The City's goal is to reduce GHG emissions and improve long-term sustainability.

In order to reduce the risk of these events, the City of Del Mar has adopted the following plans, policies, and regulations:

- Plans: Local Coastal Program (Section 1.3.2), Climate Action Plan (Section 1.3.3), Sea Level Rise Adaptation Plan (Section 1.3.8), Multi-Jurisdictional Hazard Mitigation Plan (Section 1.3.4), and Crest Canyon Evacuation Plan (Section 1.3.5)
- Regulations: Local Coastal Program Implementation Plan, California Codes for Construction (i.e., California Building Code, California Energy Code, California Fire Code, California Green Building Code), the Del Mar Electric Vehicle Charging Stations Ordinance, the City Construction and Demolition Waste Program, and the City Solar Energy Regulations.

4.1 GREENHOUSE GAS EMISSIONS INVENTORY AND REDUCTION GOALS

The City of Del Mar's 2016 Climate Action Plan (CAP) identifies major sources of GHG emissions relating to energy (residential and non-residential), transportation, waste, water, and wastewater. Each category lists goals, strategies, and implementation measures to reach its targets for GHG reduction. For example:

- The state set goals for reducing GHG emissions by 2050 (Assembly Bill 32 and Executive Order S-3-05).
- The City's CAP (2016) goal is to reduce GHG by 50% and increase renewable energy use by 100% by 2035.
    - The City's GHG reduction target for 2035 (55,314 MTCO2e) is consistent with current regulations and aligns with State goals.
    - Strategies to achieve the GHG reduction target include: installation of installation of solar hot water heaters, installation of photovoltaics and efficiency retrofits for homes and non-residential buildings, reduced water consumption, diversion of waste, and wastewater treatment.

More information about greenhouse gas reduction targets and implementation measures can be found in the CAP, which is available on the City's website at: https://www.delmar.ca.us/DocumentCenter/View/6101/Del-Mar-Climate-Action-Plan?bidId=

4.2 DIVERSION OF CONSTRUCTION AND DEMOLITION WASTE

The State of California Waste Management Act of 1989 (Assembly Bill 939), requires that each local jurisdiction develop and implement construction and demolition waste diversion. In 2019, the Del Mar City Council adopted Ordinance 950, which created a local process to enforce the CalGreen Construction & Demolition Recycling requirements as set forth in Del Mar Municipal Code Chapter 23.70. The Ordinance applies citywide and regulates the recycling of construction and demolition waste for projects subject to the CalGreen Building Code. Currently, projects subject to CalGreen are

required to divert 65% of the waste generated during construction, excluding hazardous materials or excavated soil and land clearing debris. Projects subject to the ordinance are required to submit a Waste Management Plan to demonstrate compliance with the minimum waste diversion requirement.

4.3 CLIMATE RELATED HAZARDS

- Temperature: Increasing temperatures associated with climate change can act as a hazard multiplier. By the end of the century, annual mean temperatures are projected to increase between four and seven and a half degrees, impacting city residents and businesses. These increases are also anticipated to increase the number of extreme heat days, increasing from three days to between 12-28 days per year. These potential temperature increases may impact residents living in poorly insulated structures, or structures that do not have air conditioning. For residents living in these structures, temperatures above 85 may cause discomfort. By the end of the century, the number of days over this temperature threshold could be nearly four times what the City typically experiences. Del Mar residents are encouraged to utilize the San Diego County "Cool Zone Program," which provides locations of free air-conditioned places that the public is able to access to stay cool when it is very hot.

  While climate change is projected to exacerbate many of the hazards already affecting the City, many of these hazards may interact with each other. Increased temperatures can affect both water supplies and vegetation growth. With drier conditions, vegetation growth may be reduced, which can reduce wildfire vulnerability; however, if dry conditions persist for long periods, the reduced vegetation may be drier than normal. These two conditions may change the wildfire risks within the City or cause areas that have not burned historically to be at greater risk of ignition.

- Precipitation: While temperatures are anticipated to increase in the coming decades, climate change projections suggest that annual mean precipitation may decrease slightly. While an annual decrease is projected, it is anticipated that future rain and storm events may be more intense than what is currently experienced in Del Mar, which could increase flooding. Recent events have generated rain totals of more than five inches in a five-day period with over three of these inches occurring in a 24-hour period. With changes in future precipitation, it is expected that changes to local vegetation may also occur, which could impact drainages and increase the need for wildfire management activities and drainage infrastructure in some areas.

  Increased rainfall could increase the amount of flooding in the community or introduce flooding into areas that have not experienced flooding before. With greater and more intense precipitation, the City could also experience an increase in landslides/mudslides. Extreme precipitation events could destabilize hillsides, bluffs, and drainages, resulting in more erosion along drainage courses resulting in landslides/mudslides. This sediment transport could also impact both lagoons adjacent to the City and coastal areas, changing these ecosystems and the many species supported by them.

  Future projected temperature increases coupled with relatively similar precipitation amounts experienced today, future wildfire impact is projected to decrease by the end of the century. This projection is based on the overall reduction in small and moderate precipitation events in place of large or extreme events, suggesting that vegetation growth will experience an overall reduction. A reduction in vegetation could reduce future wildfire vulnerability due to reduced fuel loads and changes in fuel types and densities.

4.4 GOALS, POLICIES, AND IMPLEMENTATION ACTIONS

Goal 4: Plan for a resilient Del Mar that's ready to address the impacts associated with climate change.	
Policy 4.1	Protect the City's potable water supply against drought conditions intensified by climate change.
Policy 4.2	Promote use of natural and green infrastructure for climate adaptation to reduce hazards (i.e., vegetated berms to minimize flood risk and planting of landscape in public and private spaces to implement cooling strategies and minimize risk in extreme heat conditions).
Policy 4.3	Promote drought resistant landscaping to continue reducing water consumption and avoid installation of potential fire hazard fuel sources.
Policy 4.4	Promote alternative forms of energy production such as solar or wind power.
Policy 4.5	Process periodic updates to outdated components of the Climate Action Plan (CAP) no later than 10 years from adoption of the most recent CAP. Implementation Action 4.5: Process solicitation of a consultant to lead an update to the Climate Action Plan (CAP) for the 2025-2026 fiscal year as part of a phased approach to, at a minimum, determine the current status of greenhouse gas emissions and establish future GHG reduction targets.
Policy 4.6	Participate in regional activities which promote adequate preparedness for potential climate risks. Implementation Action 4.6.1: Post the link on the City's website for the San Diego County "Cool Zone Program," which provides information on the locations of free air-conditioned places to stay cool when it is very hot. Implementation Action 4.6.2: Continue to monitor potential climate risks within the city and participate in the San Diego County Multi-Jurisdictional Hazard Mitigation Plan.

5 FLOODING AND COASTAL HAZARDS

The City of Del Mar is a small coastal City with significant natural landforms and coastal resources, however, coastal communities are associated with distinct environmental hazards. Crest Canyon and adjacent hillside neighborhoods with fire hazard risk are located along the City's easterly boundary. On the City's westerly boundary, the City has a continuous shoreline with beach and coastal bluff areas that stretch over two and a half miles. Locations with flood hazard risk, such as the North Beach, and North Commercial neighborhoods and State Fairgrounds, are located in the floodplain at a lower elevation along the Pacific Ocean and San Dieguito Lagoon which extends up to the City's northerly boundary. The Los Peñasquitos Lagoon and its associated floodplain and wetlands are generally located within the City of San Diego's jurisdiction along Del Mar's southern border. These coastal resources are enjoyed for their recreational and ecological uses but can also result in natural flood hazards that have the potential to threaten public safety in Del Mar. More information on these features can be found in the Environmental Management section of the Community Plan described in Section 1.3.1, the Vulnerability and Risk Assessment described in Sections 1.36 and 5.1, and the Adaptation Plan described in Sections 1.3.8 and 5.3.

5.1 COASTAL HAZARD ANALYSIS, VULNERABILITY, AND RISK ASSESSMENT (CHVRA)

The City of Del Mar CHVRA (see Section 1.3.6) is a vulnerability assessment that was prepared by a City consultant to identify the City's vulnerability and risk of coastal hazards. It involved preparation of an initial vulnerability assessment in 2016 and a supplemental addendum in 2018 for the purposes of identifying applicable coastal hazards and informing the development of an adaptation plan to minimize risk of hazards. It identified the projected timing and extent of vulnerability posed to City beaches, lagoons, coastal bluffs, visitor-serving amenities, public access areas, residential and commercial areas, and public infrastructure. This assessment informed the City of its vulnerabilities and risks, which the City has used to plan ahead to adapt, minimize risk, and prepare to respond to future vulnerabilities (i.e. projected sea level rise, flooding and erosion).

The 2018 addendum compared the 2016 CHVRA assessment related to beach erosion, bluff erosion, and coastal flood risk with assessments performed by the U.S. Geological Survey's Coastal Storm Modeling System 3.0 results (CoSMoS 3.0 Phase 2, USGS 2017) and the Federal Emergency Management Agency (FEMA 2017) Flood Insurance Study (FIS) and Flood Insurance Rate Map (FIRM). The 2018 addendum concluded that:

- The CHVRA and CoSMoS flood hazard projections both consider sea level rise and are generally in agreement, which is appropriate for the purposes of adaptation planning and coastal policy development; and
- The CHVRA shoreline erosion and bluff erosion projections are appropriate for the purposes of adaptation planning and coastal policy development. While the CoSMoS Phase 2 bluff erosion projections show less erosion than the previously released CoSMoS Phase 1 data, the CHVRA bluff erosion projections (based on CoSMoS Phase 1), which were relied upon for the adopted Adaptation Plan, are appropriate for the purposes of adaptation planning and coastal policy development to ensure the City is not relying on an under-prediction of future bluff erosion.

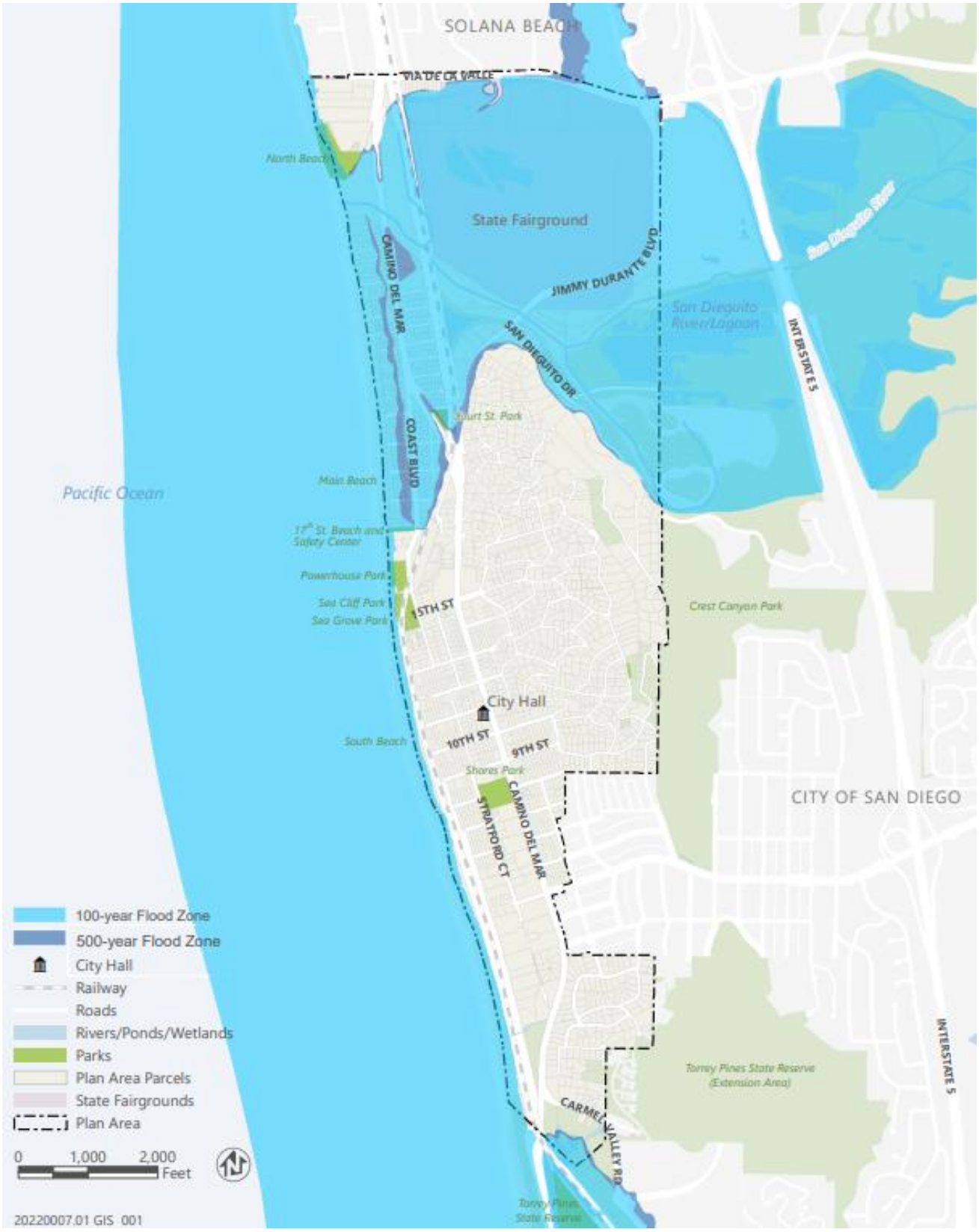
5.2 FLOODWAY/FLOODPLAIN ZONES

The City is currently vulnerable to flooding from the San Dieguito River and Pacific Ocean. The extent of flood vulnerability is projected to increase over time. Key factors that influence vulnerability include changes in precipitation and climate change, sea level rise, beach erosion, and bluff retreat that effect the ocean and beach, and changes in Lake Hodges Reservoir operations that effect the San Dieguito River. Future flood events are anticipated to increase and result in damage similar to historic floods of the past. Since the late 1970s, a handful of extreme river and coastal flooding events have caused damage to public and private property. In 1980, significant amounts of rainfall caused Lake Hodges Dam to overflow and inundate low-lying areas in Del Mar, including the Fairgrounds. In 1983, a state of

emergency was declared in Del Mar due to a coastal storm which affected businesses and residents close to the beach due to the intensity of the waves. Coastal storms in December 2015 and January 2016 resulted in a landslide, road closures, and damages to a storm drain and utility lines along Camino del Mar requiring an estimated $1 million in repairs.

The Planning and Community Development Director serves as the City's Floodplain Manager for review and approval of Floodplain Development Permits in consultation with the Building Official and City Engineer. The City's flood management policies and regulations are implemented in accordance with the Floodway Zone (DMMC Chapter 30.29) and Floodplain Overlay Zone (DMMC Chapter 30.56) regulations in the City's certified Local Coastal Program, which apply to the 100-year and 500-year floodplain as mapped by FEMA. See Figure 4 for the mapped Floodway Zone and Floodplain Overlay Zone. Residential development is prohibited in the Floodway Zone, which applies to open water areas such as the San Dieguito Lagoon and adjacent inundated areas along the riverbanks. New development is generally allowed in floodplain areas that are less flood prone where proposed development is designed accordingly consistent with applicable FEMA and City regulations that apply to the Floodplain Overlay Zone.

Figure 4: FEMA Flood Zones



Source: Data downloaded from FEMA in 2022 and adapted by City of Del Mar 2025

5.3 PROJECTED SEA LEVEL RISE

A City consultant prepared the City's Sea Level Rise Adaptation Plan (see Section 1.3.8) based on the best available science. The plan includes a range of adaptation strategies to address rising sea levels over time. The Adaptation Plan identifies the City's priority strategies to prepare for identified vulnerabilities and minimize the effects of projected sea level rise. The City will continue to monitor changes in existing conditions along the shoreline and act accordingly to maintain an acceptable level of risk as determined by the Del Mar City Council.

Figure 5 identifies the extent of projected flooding in a 100-year flood event compared to the extent of flooding with sea level rise without adaptation Instead, the City is implementing its priority adaptation measures to minimize flooding associated with storms and major wave events that can otherwise flood the San Dieguito River and Lagoon and erode the beach and coastal bluffs. Adaptation will be needed to protect public facilities, infrastructure and resources vulnerable to sea level rise including the State Fairgrounds, City property, private property, roads, water and sewer, storm drains, parks, trails, beach, and lagoons.

In the CHVRA (see Section 1.3.6), the following were identified as prone to flooding and erosion with sea level rise through the year 2100 if the City does not take action to adapt:

- Without adaptation, the CHVRA projects the beach above high tide may be lost between 2030 and 2060; and if that occurs, coastal storms could threaten the integrity of the City's existing system of shoreline protection in the North Beach neighborhood that was established in accordance with the local Beach Preservation Initiative and has been maintained in accordance with the Beach Overlay Zone.
- Without adaptation, the coastal bluffs are projected to erode and impact the LOSSAN railroad infrastructure. If the railroad infrastructure is maintained and further armored with shoreline protection, the toe of the coastal bluff and adjacent beach sand will continue to erode.
- Without adaptation, the water level of the San Dieguito River may increase and overtop the riverbanks with flooding that inundates the City's North Beach neighborhood, North Commercial Zone, and State Fairgrounds.

The City began implementing its priority adaptation measures following adoption of the Sea Level Rise Adaptation Plan in 2018. This includes maintenance of the existing system of seawall protection that protects hundreds of homes and public infrastructure in the North Beach neighborhood, adoption of a Sand Compatibility Opportunistic Use Program (SCOUP) to facilitate maintenance of a wide sandy beach to minimize flooding from the ocean and preparation of a preliminary design concept for a Living Levee project to minimize flooding from the San Dieguito River. Refer to Section 5.6 for more details on the City's Flood Adaptation Programs.

Implementation of the City's priority adaptation strategies is of key importance to the Del Mar community. In October 2018, the City Council adopted a "Commitment Resolution" (Resolution No. 2018-72) to make it clear to the public that all Local Coastal Program Amendments processed by the City of Del Mar will be consistent with the Beach Preservation Initiative (1989 Del Mar Voter Initiative) provisions for shoreline protection, which are explicitly incorporated in the City's certified Local Coastal Program in the Beach Overlay Zone regulations. This Council Resolution demonstrates the City's commitment to maintain the existing system of seawall protection along the shoreline in the beach-level North Beach neighborhood, which is identified as a priority adaptation strategy in the adopted Sea Level Rise Adaptation Plan. Refer to the Commitment Resolution document that is available at this link on the City's website at:
https://www.delmar.ca.us/DocumentCenter/View/4318/Commitment-Resolution-2018-72

Figure 5: Projected Sea Level Rise

Source: Data downloaded from FEMA in 2022 and adapted from Ascent in 2025

5.4 FLOOD POTENTIAL FROM LAKE HODGES DAM

The City of Del Mar is vulnerable to flooding from Lake Hodges Dam. The Lake Hodges Dam is located on the San Dieguito River, approximately 31 miles north of Del Mar and San Diego and just south of Escondido. As identified in the City's Coastal Hazards Vulnerability Assessment, the City of Del Mar is one of multiple locations in the region that is at risk of water inundation in case of dam failure or rainfall water overtopping of the dam.

Flooding from the dam has been experienced in the past where extreme levels of rainfall overtopped the Lake Hodges Dam and caused downstream flooding.

Figure 6 identifies the projected dam inundation areas in case of extreme flooding or dam failure. Areas in the City that would be most vulnerable to dam failure are the North Beach neighborhood and the State Fairgrounds and Valley neighborhood locations along the San Dieguito Lagoon.

Figure 6: Lake Hodges Dam Inundation Area

Source: Data downloaded from FEMA in 2022, adapted by Ascent in 2025

5.5 TSUNAMIS, SEICHES, AND ELEVATION-BASED EVACUATION

A tsunami is one of the most powerful and destructive natural forces. It is a series of extremely long waves caused by a large and sudden displacement of the ocean. Tsunamis radiate outward in all directions from the point of origin and can move across entire ocean basins. When they reach the coast, they can cause dangerous coastal flooding and powerful currents that can last for several hours or days. A seiche is a standing wave in an enclosed or partially enclosed body of water.

Both tsunamis and seiches can lead to flooding. The California Office of Emergency Services identifies portions of the City that are in potential tsunami and seiche inundation areas, which are properties located in the floodplain as mapped by FEMA. Tsunamis and seiches are generally limited to the San Dieguito River Valley and low-lying beaches in the northern part of the City.

Although the probability of a tsunami occurring is not significant, it could result in loss of life and property. In the event of a tsunami along the southern California coast, the City relies on the Del Mar and San Diego County Emergency Operations Plans, which are consistent with the county-wide structure for managing emergencies and disasters. During periods of watch, advisories, and warnings, emergency responders rely on the National Weather Service (NWS) and National Oceanic and Atmospheric Administration (NOAA) for issuing communications determined by their threat analysis.

Del Mar Lifeguards coordinate with the County OES, and NOAA/Tsunami Warning Center to consider and evaluate the associated threat level of tsunami warnings and act accordingly to keep the public safe. This includes preparation to quickly issue public notifications of a tsunami threat and the ability to evacuate affected areas at a moment's notice.

Figure 7 displays elevation-based evacuation routes that identify the nearest "high ground" areas in the event of a tsunami. Evacuation maps are for emergency planning and response and are not intended for any other purposes. They are based on the best currently available data and are subject to change and updates. The red zones on Figure 7 show potential flood areas identified on official state tsunami hazard maps for evacuation planning. Locations outside of the red zones are higher elevation areas where people will not need to evacuate.

For further information and detailed maps, visit: https://www.conservation.ca.gov/cgs/tsunami/

Figure 7: Tsunami Evacuation Routes

Source: City of Del Mar, 2019

5.6 FLOOD ADAPTATION PROGRAMS

5.6.1 EXISTING SYSTEM OF FLOOD PROTECTION IN NORTH BEACH

The City of Del Mar has an existing system of shoreline protection in the North Beach neighborhood that is maintained consistent with the Hazard Control, Coastal Access, and Recreation Opportunities policies and Beach Overlay Zone regulations in the City's certified Local Coastal Program. The system of shoreline protection is important to minimize the risk of extreme coastal flooding, protect critical public infrastructure, protect existing structures from flood damage, and protect hundreds of homes in this existing developed neighborhood. The existing system of flood protection also is important to maintain long-term public access to the beach, which is currently available year-round at most street ends in the North Beach neighborhood.

5.6.2 SAND COMPATIBILITY OPPORTUNISTIC USE PROGRAM (SCOUP)

In 2018, a City consultant, ESA, prepared the City of Del Mar Sediment Management Plan (SMP), which is a technical level document that considers use of soft solutions to reduce vulnerability to flooding along the coast. Then consistent with the SMP, a City consultant, Moffat & Nichol, prepared a Sand Compatibility Opportunistic Use Program (SCOUP), which outlines a plan for the City to implement beach nourishment projects that involve dredging of small quantities from the San Dieguito Lagoon river mouth and placement of beach quality sand on the Del Mar beach to minimize the effects of projected flooding, erosion, and sea level rise. Beach nourishment provides many benefits including: ecological restoration, beach habitat enhancement, protection of coastal bluffs, flood protection for adjacent public infrastructure/facilities and private homes/businesses, recreational benefits, and preservation of the sandy public beach, which is a free coastal resource that is available for use by individuals of all economic segments. In Del Mar, beach nourishment is also important to protect public beach access, which is available at each street end in the North Beach neighborhood. The City obtained approvals for the SCOUP program from five resource agencies with permit authority including the Regional Water Quality Control Board (October 2022), California Coastal Commission (April 2023), State Lands Commission (June 2023), California Department of Fish and Wildlife (July 2023), and United States Army Corps of Engineers (July 2024).

5.6.3 LIVING LEVEE ADAPTATION ALONG SAN DIEGUITO RIVER

In June 2024, a City consultant prepared a preliminary design concept and technical report for a living levee project along the northerly and southerly banks of the San Dieguito River and Lagoon (Moffat & Nichol, 2024). A living levee is a vegetated berm that provides flood protection. This was identified as a priority adaptation strategy to help minimize flood risk for the surrounding properties in the North Beach neighborhood, North Commercial Zone, and State Fairgrounds, which includes the City's Fire Station and Public Works Yard facilities. The approval of the conceptual plan will inform the preparation of grant applications and solicitation of financial contributions to help finance a new capital improvement program (CIP) special project (or multiple smaller phased CIP projects) for the living levee project.

A living levee is a type of nature-based resilient infrastructure, also known as "green infrastructure," that uses vegetated berms to absorb and control flood water. Living levees are considered more sustainable and environmentally friendly compared to conventional levees since they can improve water quality, enhance biodiversity, and adapt and evolve over time. Development of living levees along the San Dieguito River as a strategy to minimize river flooding is identified as a priority adaptation measure in the City's Adaptation Plan (see Section 1.3.8).

The City of Del Mar and San Dieguito River Park Joint Powers Authority are coordinating on implementation of a San Dieguito Lagoon Shoreline Protection and Public Trail project, which will involve coordination with the respective property owners, regulatory authorities, and interested persons and will include the following project components:

- Construction of a living levee system to provide flood protection along banks of the San Dieguito River to protect facilities/infrastructure at the State Fairgrounds and City and roadway access and trail access that is relied upon by region as a whole;

- Planting of native vegetation and wetland habitat on slopes adjacent to the Lagoon; and

- Construction of a new trail segment on the north bank for regional coastal access that will connect with the Coast to Crest trail; and relocation of the existing Riverpath trail on the south bank to be located atop new levee berms where trails on both sides of river consistent with State's latest 2024 Sea Level Rise Guidance.

5.7 GOALS, POLICIES, AND IMPLEMENTATION ACTIONS

Goal 5: Continue to plan for and adapt to projected flooding and coastal hazards to minimize the risk to life, public and private property, disruption of vital services, and environmental effects caused by flooding and coastal hazards.	
Policy 5.1	Support implementation of the goals, policies, and priorities of the Del Mar Sea-Level Rise Adaptation Plan, including continued implementation of the Del Mar voter approved Beach Preservation Initiative and natural or "green" adaptation methods such as beach nourishment and berms or artificial dunes to buffer coastal areas. Implementation Action 5.1: Update the City of Del Mar Local Coastal Program (LCP) by January 1, 2034, to incorporate the City's plan for sea level rise into the LCP in accordance with SB 272, which will involve preparation of an updated vulnerability assessment, analysis of vulnerable populations, an update to the Adaptation Plan, and economic impact analysis.
Policy 5.2	Continue to utilize beach nourishment as a strategy to maintain the width of the sandy beach to maintain a walkable beach and continuous coastal access from North Beach to South Beach and minimize flood risk. Implementation Action 5.2: Coordinate with SANDAG and resource agencies to consolidate local SCOUP into a Regional SCOUP Plan/Permit to coordinate efforts, reduce costs, and streamline beach nourishment which is a priority adaptation strategy for local jurisdictions throughout the region.
Policy 5.3	Ensure proposed public and private development incorporates adaptation measures (i.e., floodproofing, elevation and/or retrofit of structures) to accommodate changes in elevation of the beach profile, decrease flood hazard risk, and increase resiliency of development consistent with the certified Local Coastal Program.
Policy 5.4	Use overlay zones as a means for disclosure of potential hazards to property owners and future buyers in flood prone areas.
Policy 5.5	Maintain the existing system of shoreline protection and public coastal access to the beach at street ends in the North Beach neighborhood consistent with the Beach Overlay Zone to limit the risk of extreme coastal and river flooding, protect critical public infrastructure and existing structures from flood damage, and maintain long-term public access to the beach.
Policy 5.6	Ensure future policy and implementation decisions are consistent with the 2018 City Council adopted commitment resolution, which assured the community that all Local Coastal Program (LCP) amendments will be consistent with the Beach Preservation Initiative provisions for

	shoreline protection consistent with the certified LCP Land Use Plan policies related to Hazard Control, Coastal Access, and Recreation Opportunities and LCP implementing regulations related to the Beach Overlay Zone, Coastal Bluff Overlay Zone, Floodway Zone, and Floodplain Overlay Zone.
Policy 5.7	Continue to explore and implement the living levee concept along the riverbanks of the San Dieguito River and Lagoon as an adaptation measure to limit the risk of extreme coastal and river flooding and protect critical public infrastructure and existing structures from flood damage. Implementation Action 5.7: Continue to seek grant opportunities and finalize implementation and construction of the living levee project to provide adaptation to minimize risk of river flooding along the San Dieguito River.
Policy 5.8	Coordinate with Scripps Institute of Oceanography to obtain monitoring data for ocean conditions and beach/bluff erosion conditions to inform plans for avoidance and minimization of shoreline hazards.
Policy 5.9	Continue to participate in the National Flood Insurance Program to ensure the City's access to disaster recovery funding from the Federal Emergency Management Agency (FEMA).
Policy 5.10	Coordinate with Southern California Edison, and other project proponents affecting the San Dieguito watershed, to continue to maintain an open San Dieguito river inlet through dredging of accumulated beach quality sand from the river channel for placement on the Del Mar beach, maintain healthy San Dieguito Lagoon wetland habitat functions and values, and maintain the San Dieguito Lagoon river inlet location consistent with the San Dieguito Lagoon Restoration Coastal Development Permit to ensure flood risk is not increased and existing rip rap and shoreline protection south of the inlet is not destabilized.
Policy 5.11	Continue to plan for and reduce risk to critical public infrastructure and facilities (i.e., roadways utilities, and storm drains) to establish resiliency in low-lying areas of the Floodplain Overlay Zone. Implementation Action 5.11: Complete replacement of the Camino del Mar Bridge over the San Dieguito River, which is critical public infrastructure that must be adaptable to projected flooding and sea level rise.

6 GEOLOGIC AND SEISMIC HAZARDS

6.1 SLOPE INSTABILITY

Del Mar is characterized by several sandstone bluffs and steep slopes. This includes coastal bluffs, which are exposed to wave action, and other steep slopes located east of the shoreline, which are prone to slope instability. Steep slopes are generally defined as those with a gradient of 25% or more and an elevation differential of 20 feet or greater, while coastal bluffs have an elevation rise of 15 feet with a 1:1 slope ratio (City of Del Mar Community Plan, 1985). To protect the integrity of these natural landforms, the City adopted the Bluff, Slope, and Canyon Overlay Zone and Coastal Bluff Overlay Zone in the Municipal Code (Chapter 30.52 and Chapter 30.55). Together these overlays set limits on encroachment into steep slopes and require measures to minimize runoff and erosion.

Along the shoreline, instances of excessive runoff, wave action, and use of the rail tracks have resulted in a number of slope failure points. With projected sea level rise and increased rainfall due to climate change, the bluffs and slopes are expected to endure further erosion, with the additional potential for mudslides. The City plans to monitor the Del Mar coastal bluff conditions using resources available within the region including high resolution monitoring conducted by Scripps Institute of Oceanography. This work involves the installation and testing of highly precise sensors that can provide measurements and observations to help the City understand how the bluff changes over time and what forces cause those changes. Currently, the City's preferred adaptation approach to minimize coastal bluff erosion is beach nourishment and retention of sand to maintain a wide beach.

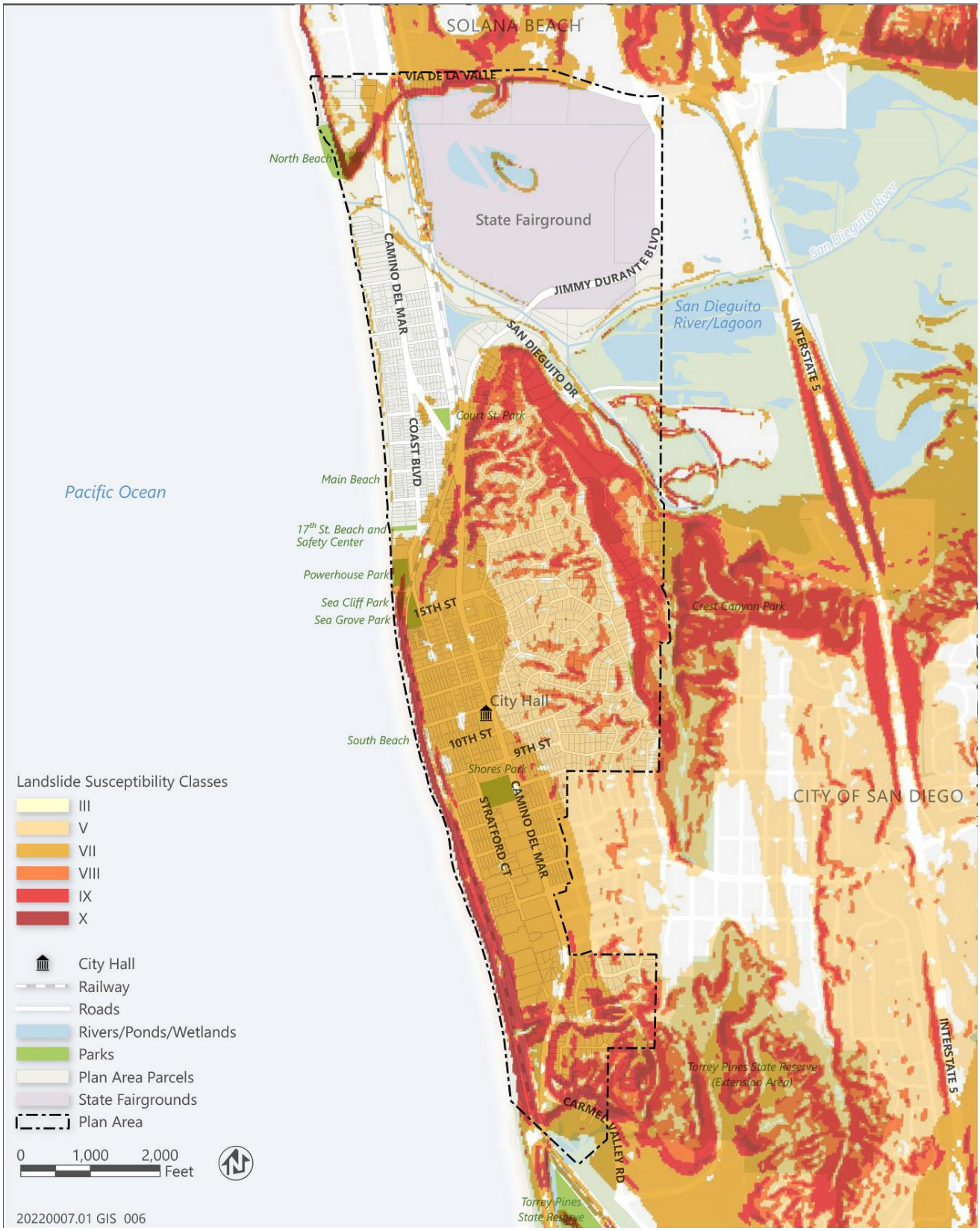
The LOSSAN railroad along the northern end of the southerly Del Mar bluffs is also particularly vulnerable to bluff erosion, threatening both the rail infrastructure and the properties along it. In response, the City has coordinated various federal, state, and regional agencies on multiple phases of bluff stabilization projects processed by SANDAG and NCTD.

6.2 GROUND FAILURE

Ground failure can be caused by earth lurching, spreading, or landslides. Areas subject to ground failure (due to lateral spreading, earth lurching, landslides) in Del Mar include all coastal bluffs and sea cliffs along the Del Mar shoreline, all areas of the Del Mar Formation of Torrey Sandstone in which slopes exceed 25%, all areas having a slope of 10%+ where the strata has been significantly tilted in the direction of the slope, and the terrace escarpments made up of colluvium and slope wash in Crest Canyon and on the northeast side of the Del Mar Hills (6th Cycle Housing Element Program EIR SCH No. 2020029064, 2020).

Figure 8 is a map of landslide susceptibility within Del Mar, with darker red colors representing higher risk and lighter orange colors representing less risk. The mapping indicates landslide susceptibility classes to visualize areas that are considered "least susceptible (class III)," "marginally susceptible (classes V, VII, VIII)," "generally susceptible (class IX)," and "most susceptible (class X)" to slope failure. The criteria used to delineate the relative hazard areas included the nature of the geologic materials underlying the surface, the steepness of slopes, the presence or absence of visible slope failures, and the presence or absence of active forces that could cause failures, such as stream processes or shrink-swell potential soils.

Figure 8: Landslide Susceptibility Hazard Map

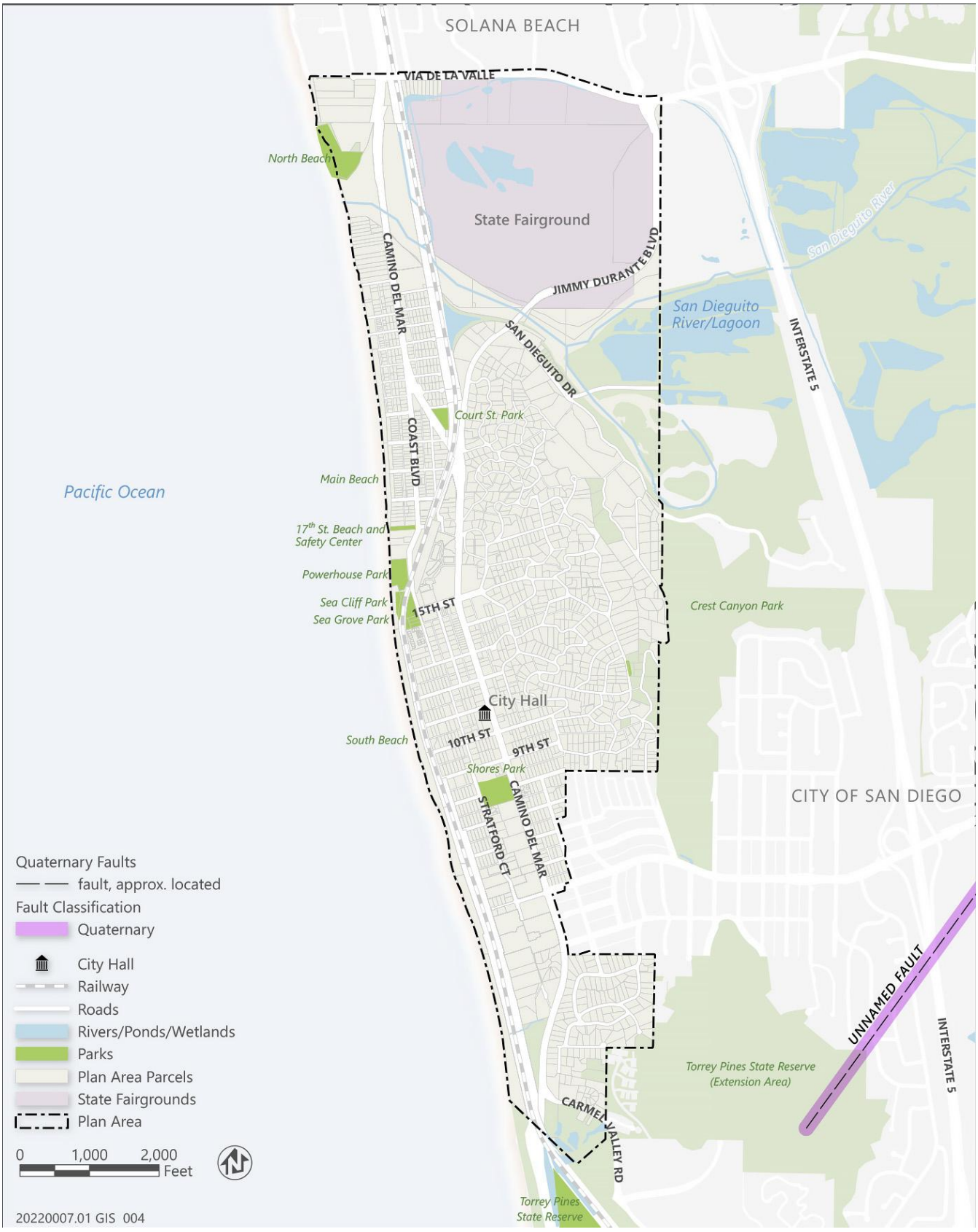


Source: Data downloaded from FEMA in 2022 and adapted from Ascent in 2025

6.3 EARTHQUAKE FAULTS

San Diego County is located within the highest seismic hazard zone and, like most of Southern California, is subject to ground shaking. Active faults in the region include segments of the San Jacinto, Elsinore, and Rose Canyon fault zones. There are two faults subject to surface rupture within Del Mar and seven that are within two to three miles of the City. The first two are considered short and inactive, the last movement having been detected over 50,000 years ago. Of the other seven, Carmel Valley and Rose Canyon faults are known to have had activity within the past three million years. The Rose Canyon fault in particular constitutes a potential threat to Del Mar as investigations have confirmed the recurrence of major earthquakes at an interval of 700 years. According to the California Geologic Survey (CGS) Earthquake Hazards Zone Mapping Application, there are no Earthquake Hazards Zones within the City. Figure 9 displays the location of the closest faults to the City, which are located to the east and run from the Eastern Area of Torrey Pines State Reserve in the southwest to the northeast across Interstate 5.

Figure 9: Seismic Hazards Map



Source: Ascent, 2025

6.4 LIQUEFACTION

Liquefaction, or the loss of soil strength and stability, is a common occurrence during earthquakes. Within Del Mar, the San Dieguito Valley and Lagoon has significant liquefaction potential due to the deposits of alluvium and slope wash in this area believed to be covering a mixture of beach sand, bay sand and salt, and alluvial sediments (largely dry and silt) which may be mixed with occasional salt and dry marsh deposits. Figure 10 shows the liquefaction risk for the City. Areas most susceptible to liquefaction are residential neighborhoods at the north end of Camino Del Mar and Coast Boulevard, the Del Mar Fairgrounds, and areas adjacent to the San Dieguito River.

Figure 10: Liquefaction Hazards Map

Source: Data downloaded from FEMA in 2022 and adapted from Ascent in 2025

6.5 GOALS, POLICIES, AND IMPLEMENTATION ACTIONS

Goal 6: Prioritize planning for geological and seismic hazards to minimize hazardous threats to public safety.	
Policy 6.1	Ensure avoidance and minimization of geologic hazards, including mitigation where applicable, prior to development for human use or habitation. Implementation Action 6.1: Complete permanent improvements to protect Jimmy Durante Boulevard from future bluff slides north of Luzon Avenue.
Policy 6.2	Require geotechnical investigations by a certified engineering geologist for all grading and construction proposed in an area of significant erosion, slope instability, and/or areas subject to severe seismic hazards, including inland and coastal bluffs.
Policy 6.3	Require construction in compliance with the California Building Code, including Del Mar Municipal Code Title 23 as it provides for earthquake-resistant design, Chapter 23.32 as it provides for excavation and grading, Chapter 30.52, the Bluff, Slope, and Canyon Overlay Zone, and Chapter 30.55 Coastal Bluff Overlay Zone. Implementation Action 6.3: Review and adopt State building codes every three years to reflect current earthquake, fire, and wind standards, and adopt local amendments as necessary.
Policy 6.4	Coordinate with Scripps Institute of Oceanography to obtain monitoring data for coastal bluff conditions to inform plans for avoidance and minimization of hazards along the shoreline.
Policy 6.5	Conduct public outreach to increase awareness of local seismic and geologic hazard locations.
Policy 6.6	Monitor unstable hillside areas where City property is threatened or considered urgent by the City.
Policy 6.7	Monitor developed areas with high landslide susceptibility or where previous slope failures have occurred.
Policy 6.8	Encourage hillside stabilization through the replanting and maintenance of deep rooting vegetation and groundcover. Implementation Action 6.8: Develop a "deep-rooted plant list" as a reference for property owners when planning and designing replanting projects aimed at increasing slope stability conditions.

7 WILDLAND AND URBAN FIRE HAZARDS

The City of Del Mar's topography is characterized by many large hillsides. The City's climate promotes the heavy growth of natural vegetation that covers the hillsides and is highly flammable, especially in the dry season. In summer and fall, the typical weather is hot and dry, which creates an extreme fire danger to the community.

Wildfires can potentially occur where developments are adjacent to open space or proximate to wildland fuels such as grass, leaf litter, trees, or shrubs that can ignite when exposed to a natural occurrence (e.g.,lightning) or by an unplanned, unauthorized, or accidental human-caused activity. Wildfire hazards are also based on factors such as topography and climatic conditions, including winds, humidity, droughts, and extreme temperatures.

The City's Community Plan (General Plan) and the Del Mar Municipal Code incorporate a variety of policies and measures intended to increase the resilience of the City against the threat of a wildfire event and to ensure that development meets known standards of fire safety. The City's General Plan land use designations and Zoning Code zoning designations also account for vulnerability to wildfire by maintaining very low density and open space uses in the fire hazard severity zones. The City of Del Mar recognizes the wildfire threat within the city boundaries and has proactively planned for protection of vulnerable areas.

7.1 FIRE HAZARD SEVERITY ZONES (FHSZ)

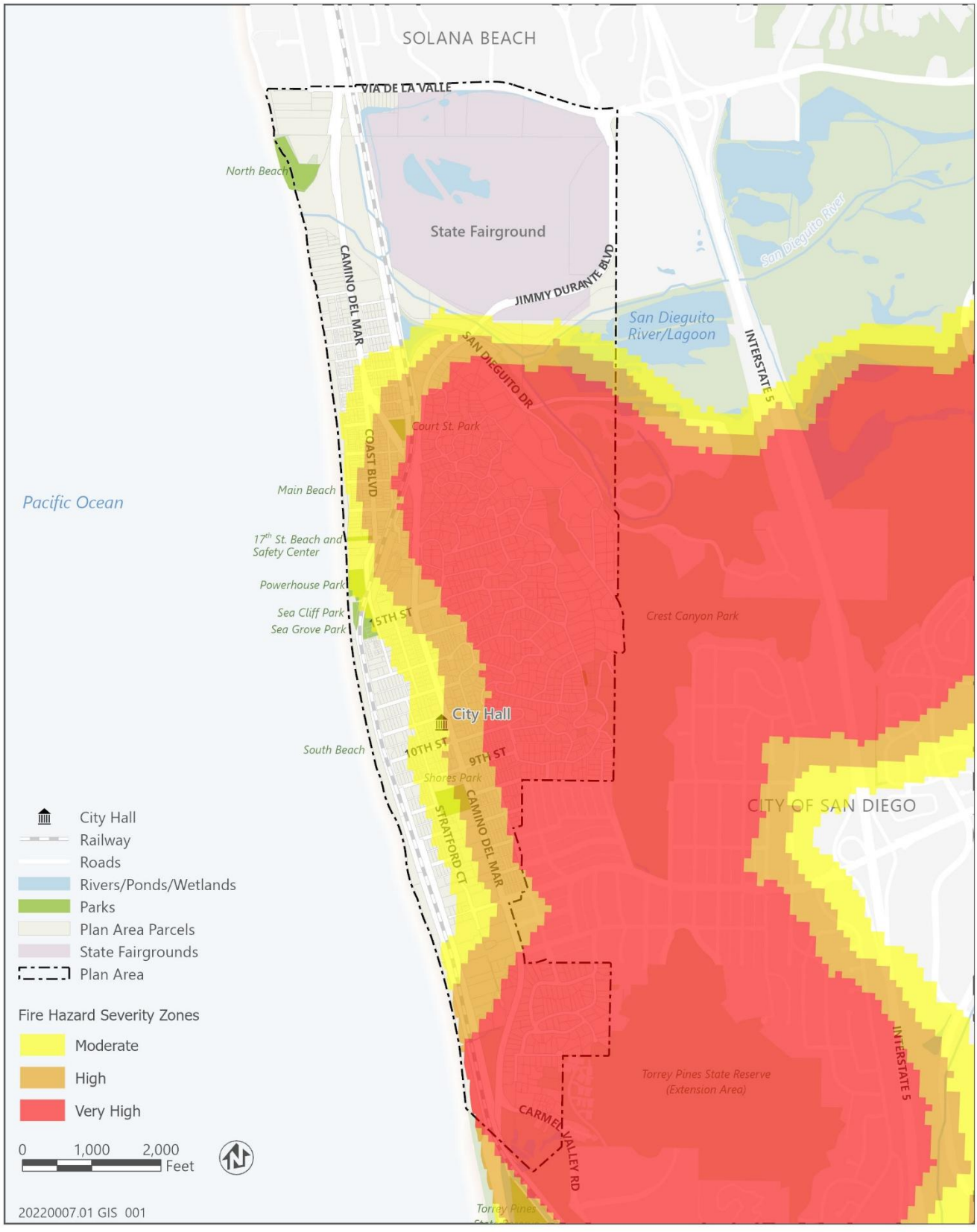
The California Department of Forestry and Fire Protection (CAL FIRE) is required by California law to identify areas in the Fire Hazard Severity Zones (FHSZ) based on the severity of fire hazard that is expected to prevail there. These areas, or "zones," are based on factors such as fuel, slope topography, and fire weather. The FHSZ maps were developed using a science-based and field-tested model that assigns a hazard score based on the factors that influence fire likelihood and fire behavior. There are three zones, based on increasing fire hazard: Moderate, High, and Very High. The land within each zone is also designated as a Local, State, or Federal Responsibility Area.

Local Responsibility Areas (LRAs) are incorporated cities, urban regions, agriculture lands, and portions of the desert where the local government is responsible for wildfire protection. This is typically provided by city fire departments, fire protection districts, counties, and by CAL FIRE under contract. The City of Del Mar Fire is responsible for fire protection within city boundaries, and provides and receives mutual assistance from neighboring jurisdictions, as described in Section 2.2.3.

The updated 2025 Fire Hazard Severity Zone Maps significantly expanded the area of the City designated as being within a Fire Hazard Severity Zone. Areas not previously identified as high hazard for wildfires, particularly neighborhoods adjacent to open space, are now classified and subject to more strict mitigation requirements. This means many residential and commercial properties now fall under more stringent fire safety regulations. Properties within these new designations will require enhanced defensible space (e.g., clearing brush and maintaining safe zones around structures), and trigger additional disclosure obligations for property owners. Any new construction in Very High and High FHSZs must comply with Chapter 7A of the California Building Code (wildfire resistant construction standards) and Government Code Sections 51175–51189, which establish the framework for local wildfire mitigation requirements.

The Office of the State Fire Marshal released the newest version of the Fire Hazard Severity Zone Maps on March 24, 2025. In accordance with California Government Code Section 51178.5, the City published the maps for public review and accepted public comments between March 28 and April 27, 2025. The City prepared Ordinance No. 1019 and the ordinance was introduced at a noticed public hearing of the Del Mar City Council on June 2, 2025. The City formally adopted the CAL FIRE Fire Hazard Severity Zone Maps by ordinance on June 16, 2025.

Figure 11: Fire Hazard Severity Zones



Source: Data downloaded from CAL FIRE, adapted by the City of Del Mar 2025

7.2 DEVELOPMENT WITHIN THE VERY HIGH FIRE HAZARD SEVERITY ZONE (FHSZ)

Approximately 81% of parcels located within the City of Del Mar have been designated as part of one of the Fire Hazard Severity Zones. Of particular note, the City is adjacent to two areas of vegetated open space: Crest Canyon to the east and Torrey Pines State Recreation Area to the south. While both areas are valuable natural resources, the dense vegetation growing in these areas creates a vulnerability to wildfires which requires proactive mitigation in order to protect adjacent development. The City's General Plan land use designations and Zoning Code zoning designations account for vulnerability to wildfire and maintain very low density and open space uses in the fire hazard severity zones.

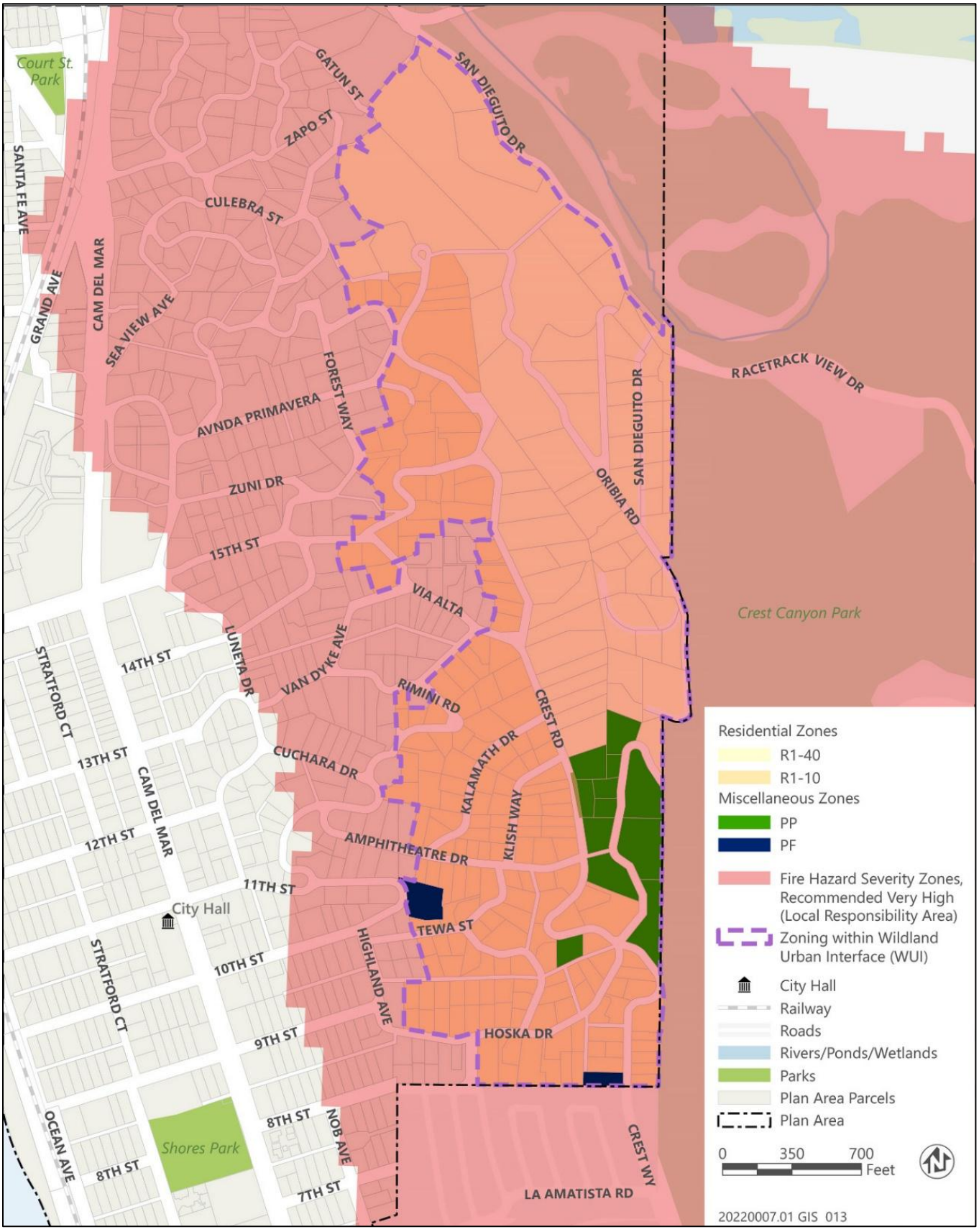
- Land Use and Zoning Within the Very High Fire Hazard Severity Zone: Residential development is an allowed use within the Very High FHSZ and the City has adopted measures, such as the California Fire Code and Building Code requirements to help protect life and property within these areas of high risk. Additionally, the City of Del Mar maintains limits on the development within the High and Very High FHSZ as well as the Wildland Urban Interface (WUI) through the implementation of the Del Mar Municipal Code (DMMC), specifically Title 30, Zoning. Zone districts within the Very High FHSZ, shown in Figure 12 and 13 (North of 15th Street and South of 15th Street, respectively), include the Very Low Density Residential Zone (R1-40), Low Density Residential Zone (R1-10), Carmel Valley Precise Plan (CVPP), Public Facilities Zone (PF), and Public Parkland Zone (PP). The R1-40 and R1-10 zone districts allow for one single dwelling unit per 40, 000 sq. ft. and one single dwelling unit per 10,000 sq. ft., respectively. The Public Parkland Zone District does not allow for residential development and is intended to be retained for open space. Recent amendments to the Public Facilities Zone allows for residential development of up to 20 dwelling units per acre of affordable housing, however the amendments are specific to three parcels that are outside of the Very High FHSZ. Residential development would not be allowed on PF zoned parcels within the Very High FHSZ. The Carmel Valley Precise Plan allows for one single-dwelling unit on specified residential lots 3-9, 11-17, and 20-29. The remaining lots are reserved as open space.

  Recent State housing laws, including Accessory Dwelling Unit (ADU) regulations, allow for additional density within established residential areas, including those within the Wildland Urban Interface (WUI). In December of 2023, the City adopted an ADU ordinance (Ordinance No. 1002) that requires accessory dwelling units that are accessed from a roadway that is twenty feet or less in improved width to provide an off-street parking space for the ADU unit, in order to minimize potential circulation impacts to areas in the City that are located within the Very High FHSZ and WUI. The ordinance (Ordinance No. 1017) was modified for clarity and subsequently approved by the California Coastal Commission on June 12, 2025.

- Overlay Zones: The City has adopted the Bluff, Slope, and Canyon Overlay Zone (BSC-OZ) and the Open Space Overlay Zone (OS-OZ) that help to further maintain limits on development and provide additional protection of open space areas through additional review and discretion of proposed development. New development or redevelopment within the area is subject to current Building and Fire Codes.

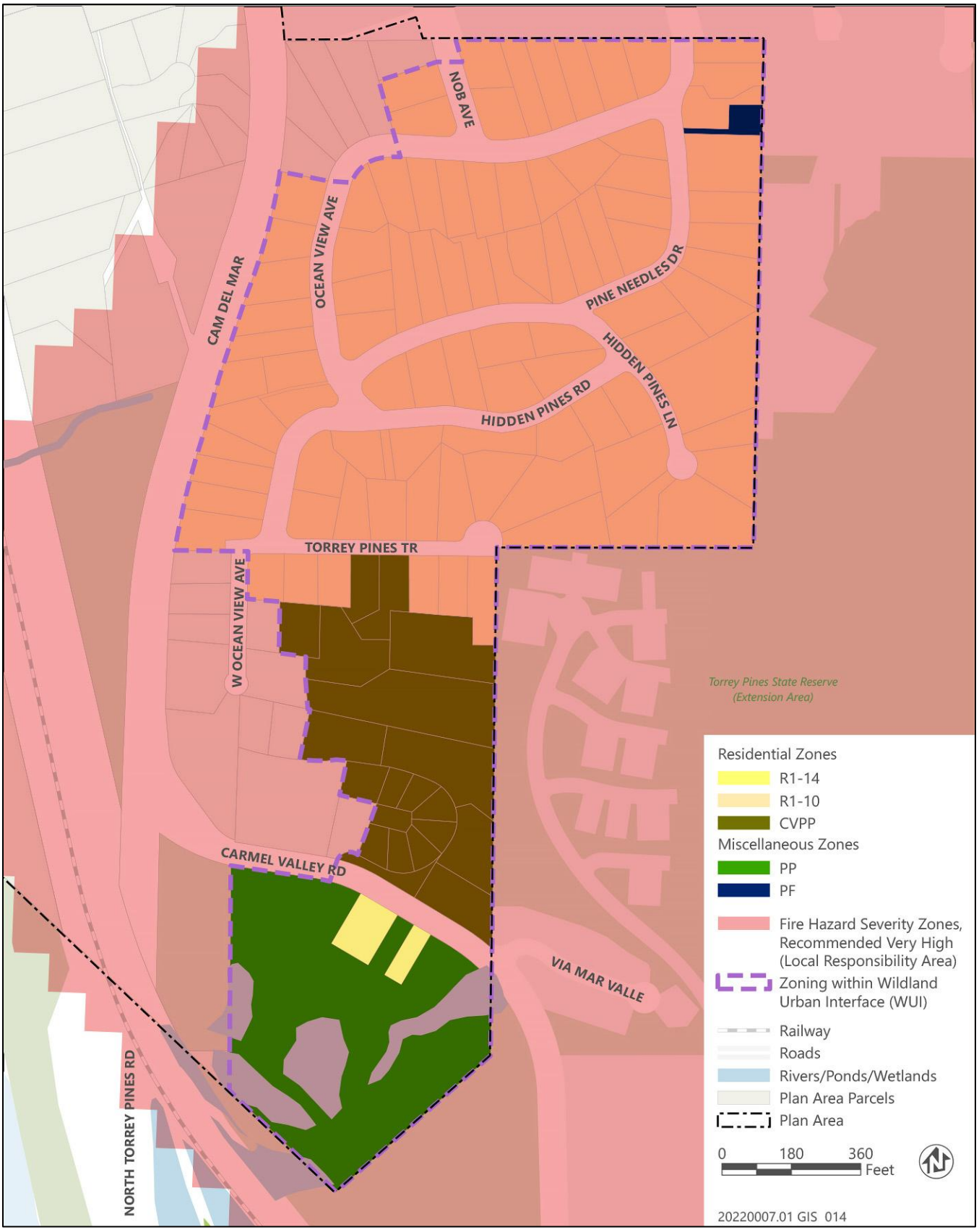
- Assessment of Future Emergency Service Needs in the Very High Fire Hazard Severity Zone: The City of Del Mar is an urbanized, small local jurisdiction and the future emergency service needs in the Very High FHSZ are not anticipated to change. City boundaries are not anticipated to expand and any new development within the Very High FHSZ will remain low density and consistent with applicable Fire and Building codes. New development will maintain the existing small-scale, low density development pattern and will mainly consist of the replacement of existing single-family dwelling units and the addition of new accessory dwelling units.

Figure 12: Zone Districts within the Very High Fire Hazard Severity Zone - North of 15th Street



Source: Ascent, 2025

Figure 13: Zoning Districts within the Very High Fire Hazard Severity Zone - South of 15th Street



Source: Ascent, 2025

7.3 BUILDING AND FIRE CODE REQUIREMENTS

The City of Del Mar adopted the 2025 California Building, Plumbing, Mechanical, Electrical and Fire Code by reference into the DMMC in Chapter 23.12 on September 22, 2025. The City also adopted the 2025 California Fire Code (2024 International Fire Code) and the new 2025 California Wildland-Urban Interface Code (CWUIC) by reference into the DMMC in Chapter 10.04 on September 22, 2025. California adopts new Fire and Building Codes every three years, with the requirement that local jurisdictions enforce the amended State code as the minimum requirement for fire and building safety. With the adoption of the updated codes, the City also adopted 12 local amendments to the California Fire Code into the DMMC, which include amended standards such as the requirement for exiting residential units undergoing a remodel, renovation, or addition to install vents which are rated as wildfire flame and ember-resistant.

The City, through the Planning and Community Development Department, Building Services Division, enforces compliance with all state codes in order to ensure that development is prepared in the event of a fire. The standards contained within the CWUI Code are the minimum standards to protect life and property for buildings located in the High and Very High Fire Hazard Severity Zones (FHSZ) as well as the Wildland Urban Interface (WUI) by increasing the ability to resist the intrusion of flames or burning embers. To ensure compliance with fire safe design, any building permit issued within the High or Very High FHSZs and WUI is reviewed for compliance with the current adopted State California Fire and Building Code, specifically requiring that:

1. Exterior wall surfacing materials shall be non-combustible materials;
2. Glazing materials shall be tempered multi-paned glass panels;
3. Skylights within one-half mile of the wildland area shall be tempered glass;
4. Ventilation in exterior fire resistive walls shall be constructed to maintain the fire resistive integrity of the wall;
5. Roof covering shall not be less than a Class "A" roof assembly; (No wood shake or shingle products permitted)
6. Vinyl windows, if used, shall meet the following requirements:
    a. Frame and sash comprised of vinyl material with welded corners;
    b. Metal sash profiles certified in AAMA Lineal Certification Program (verified with either an AAMA product label or Certified Products Directory); and
    c. Certified and labeled to ANSI/AAMA/NWWDA 101/I>S>2-97 for structural requirements; and
7. Structures shall have an automatic fire sprinkler system installed as required by DMMC Chapter 10.04, California Fire Code and DMMC Chapter 23.12 "California Codes for Construction."
8. Landscape plans shall be required for all new and remodel dwellings located within the Very High Fire Hazard Severity Zone (WUI) areas. All proposed vegetation (trees, shrubs, ground cover) shall be fire resistive plant material.
9. All new development located in a Very High and High FHSZs be served by adequate infrastructure, including safe access for emergency response vehicles, visible home and street signs, and water supplies for fire suppression.

Additionally, Chapter 49 of the State Code sets minimum requirements that aim to reduce conditions that can facilitate the spread of fire. Chapter 49 requires homeowners and businesses to mitigate the vegetation and other conditions on their property that can destroy life or result in property loss, which is enforced through the Fuel Reduction Program in Del Mar, as described below. All new development or redevelopment is required to comply with the current California Fire Code as it pertains to fire access roads, water supply, building construction, vegetation management, and defensible space.

7.4 DEFENSIBLE SPACE AND FUEL REDUCTION PROGRAM

The Del Mar Fire Department, per Chapter 11.12 of the Del Mar Municipal Code and California Government Code Sections 51175-51189, conducts annual inspections to ensure residents in the Very High Fire Hazard Severity Zone (FHSZ) and the Wildland Urban Interface (WUI) maintain a 100 foot (100') defensible space around their home. Defensible spaces are a buffer between the structure and the surrounding areas that are free of fire hazards such as combustible vegetation and weeds.

Guidelines for maintaining a defensible space include:

- Removal of any dead or dying trees or shrubs.
- Maintenance of the first 100' feet around the house free of combustible vegetation and weeds.
- Maintenance of a minimum of 10' foot clearance from vegetation to chimneys.
- Maintenance of roof and rain gutters clear of any debris.
- Maintenance of a vertical height of 13'6" that is clear from the ground up for any trees that over-hang driveways or roadways.

As part of the City's Fuel Reduction Program, residents can request delivery of up to two free 3-yard green waste disposal bins to facilitate brush removal from residential properties. The program is advertised on the City website and weekly newsletters and aims to help vulnerable populations complete the brush removal needed for compliance with the defensible space requirement with minimal financial burden. During the 2024 program, 60 wase disposal bins were delivered to residents. EDCO collected a total of 30,880 pounds of green waste and brush were removed and100% of the material was recycled.

Outside of the annual abatement inspections, residents throughout the city are required to comply with sections 11.12.010 and 11.13.040 of the Del Mar Municipal Code which outline a resident's obligation to maintain weeds and vegetation grown on private property. Weeds or vegetation growing adjacent to sidewalks, parking areas, alleys or streets are required to be maintained in a way that does not interfere with the use of public right-of-way and does not endanger the health or welfare of neighboring properties. Chapters 11.12 and 11.13 of the Del Mar Municipal Code describe the remedial process for addressing vegetation that is in violation of the City's code. The City is responsible for maintaining the same standard of maintenance for vegetation on public property.

There are no locations in the City of Del Mar that are subject to community fire breaks for defensible space. Crest Canyon is located outside of the Del Mar City limits and is managed by the City of San Diego. In accordance with the Coastal Act, fire breaks are not permitted in the protected habitat in this canyon, which is a Marine Protected Area (MAP) located in the coastal zone. The City of Del Mar's defensible space and fuel reduction program and plans for fire protection, fire hazard reduction, and emergency response are sufficient to protect development. Similar plans are in place within the City of San Diego to protect development in the adjacent area.

7.5 FIRE HAZARD PLANNING AND EVACUATION

The City of Del Mar recognizes there is fire vulnerability within the City, especially for the neighborhoods adjacent to Crest Canyon. Section 3 of this document identifies the City's plan for emergency preparedness, response, recovery, and mitigation. Incident command decisions for the emergency response are made based on the emergency conditions present, which involves consideration of a number of factors.

In the event of a fire emergency, the City will utilize all of the emergency notification tools outlined in Section 3.1.4. The public may be addressed from emergency vehicles and aircraft, City of Del Mar Public Information Office, City website, social media sites, programmable message signs placed along public roadways, and the 211 information line.

In 2022, the City prepared a Crest Canyon Evacuation Plan (see Section 1.3.5) in consultation with the Fire and Rescue Departments in the City of Del Mar and City of San Diego as one emergency preparedness resource that can be considered if evacuation of neighborhoods adjacent to Crest Canyon is needed (i.e., response to wildfire). The plan helps inform residents of the evacuation process, potential routes for evacuation, and details to help residents plan ahead prior to a fire emergency. It also identifies emergency operation details for use by Fire, Law Enforcement, and City staff including:

- Description of the evacuation area and corresponding Public Safety Grids;
- Estimates of the number of people/pets potentially needing evacuation;
- Evacuation trigger points;
- Emergency shelter locations;
- Estimates for those individuals that may require special assistance/accommodations;
- Estimates for evacuation times;
- Pre-identified evacuation routes;
- Key facilities in the evacuation area;
- Public alert and warning methods;
- Traffic control points;
- Necessary resources;
- Temporary refuge area(s);
- Location(s) for Incident Command;
- Potential staging areas for emergency operations;

Figures 14 and 15 depict the population estimates for the City's evacuation zones as well as the evacuation routes (Neighborhood, Primary, and Secondary Routes) for two fire hazard scenarios within Crest Canyon. The figures include properties within both the City of Del Mar and the City of San Diego. These roadways have been determined to be sufficient to meet evacuation needs. The full Crest Canyon Evacuation Plan can be viewed on the City's website at: https://www.delmar.ca.us/DocumentCenter/View/9771/Crest-Canyon-Evacuation-Plan

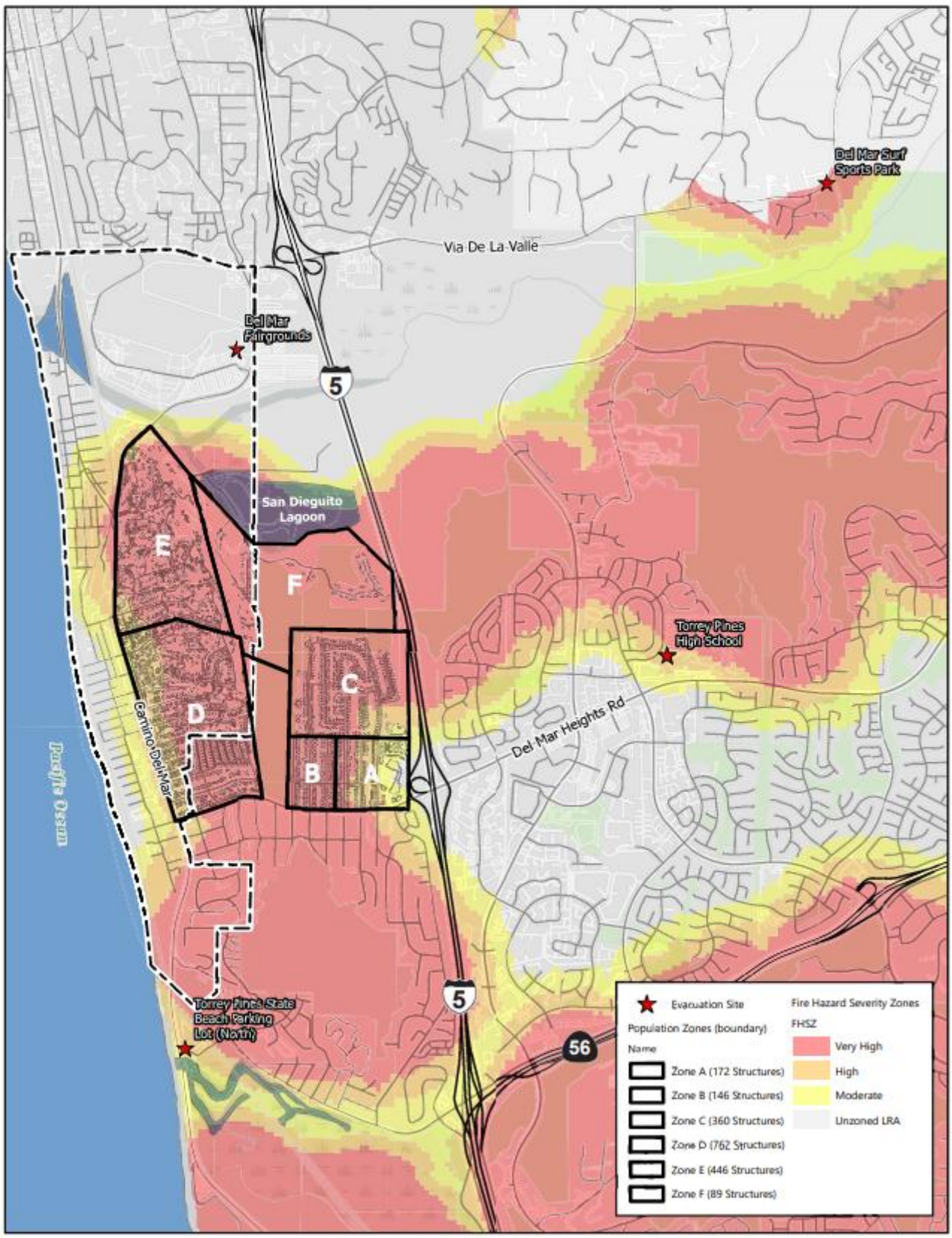
For the southern area of the City not explicitly addressed in the Crest Canyon Evacuation Plan, the City has prepared a secondary evacuation plan that covers the properties south of Del Mar Heights Road. Figure 16 details different evacuation scenarios based on property location since many of the streets in this area have a single point of ingress and egress. This plan dovetails into the Crest Canyon Evacuation Plan as it utilizes the identified secondary evacuation route as well as the identified evacuation site at the Torrey Pines State Beach North Parking Lot. Traffic flows and estimations, as provided in Table 7.1 on page 56, identify the roads' capacity to support a large-scale egress event.

Table 7.1 – Traffic Flows and Estimations for City of Del Mar Southerly Evacuation Plan

Street	Homes	Est Pop.	Est Vehicles	15 Minutes 10%	30 Minutes 25%	1 Hour 75%
Del Mar Heights Road	36	79.2	72			
Condesa Drive	20	44	40			
Ocean View Avenue	50	110	100			
Nob Avenue	32	70.4	64			
Pine Needles Drive	21	46.2	42			
Hidden Pines Lane	17	37.4	34			
Torrey Pines Terrace	14	30.8	28			
De Mayo Road	23	50.6	46			
Totals	213	468.6	426	43	107	320

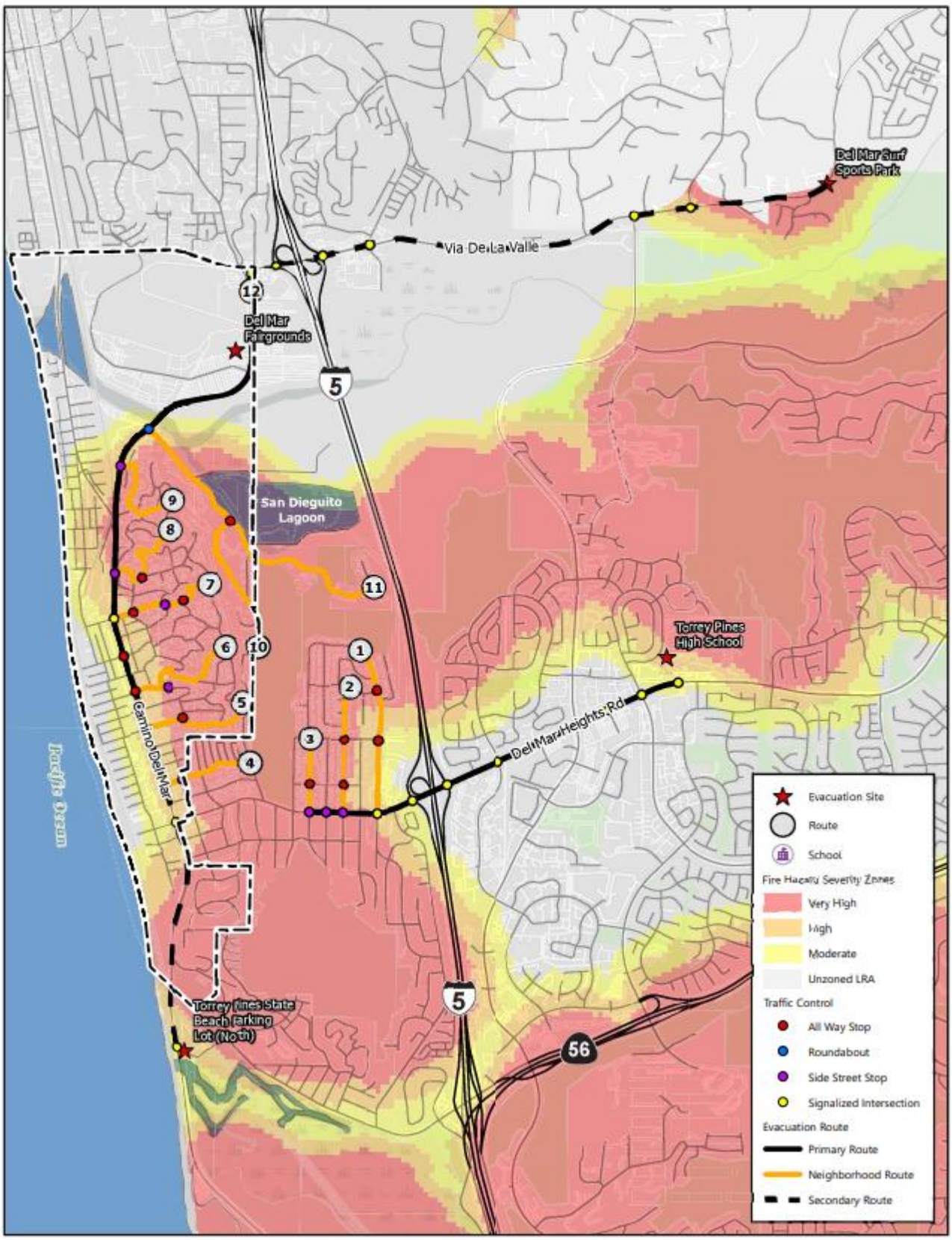
It is recognized that some constraints, such as narrow roadways, bridges, and railroad crossings, are factors that could affect the efficiency of an evacuation depending on the conditions and context of the emergency. Figures 17 and 18 identify local roadways with single ingress/egress conditions serving 30 or more dwelling units. Figures 19 and 20 identify constrained roadways that are 20 feet or less in improved roadway width (North of 15th Street and South of 15th Street, respectively). These potentially constrained locations are required to be identified in the Safety Element in accordance with California Government Code Section 65302(g)(5), adopted through SB 99.

Figure 14: Crest Canyon Fire Evacuation Zones Population Estimates



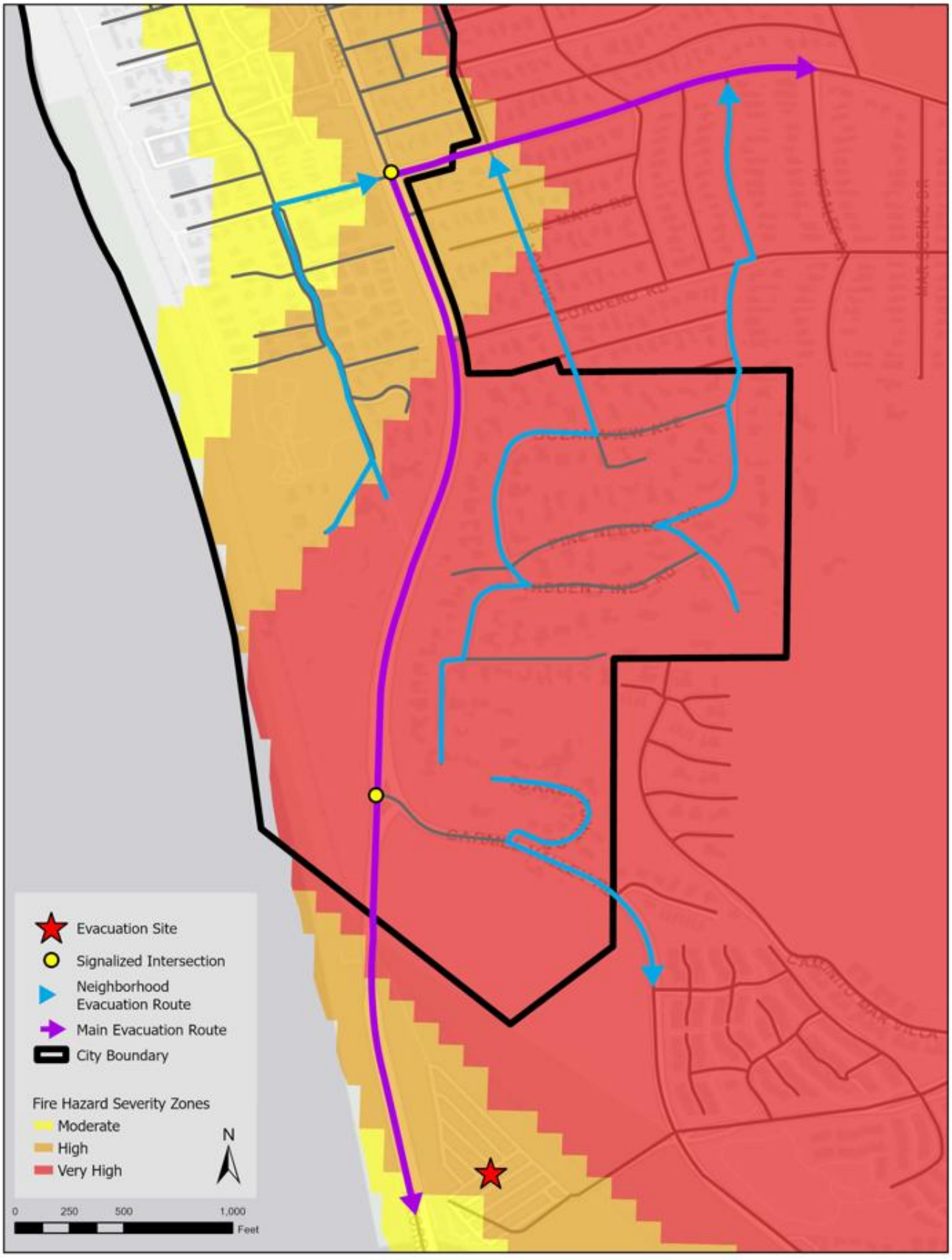
Source: City of Del Mar - Crest Canyon Evacuation Plan, prepared by Michael Baker International, 2025.

Figure 15: Crest Canyon Fire Evacuation Routes



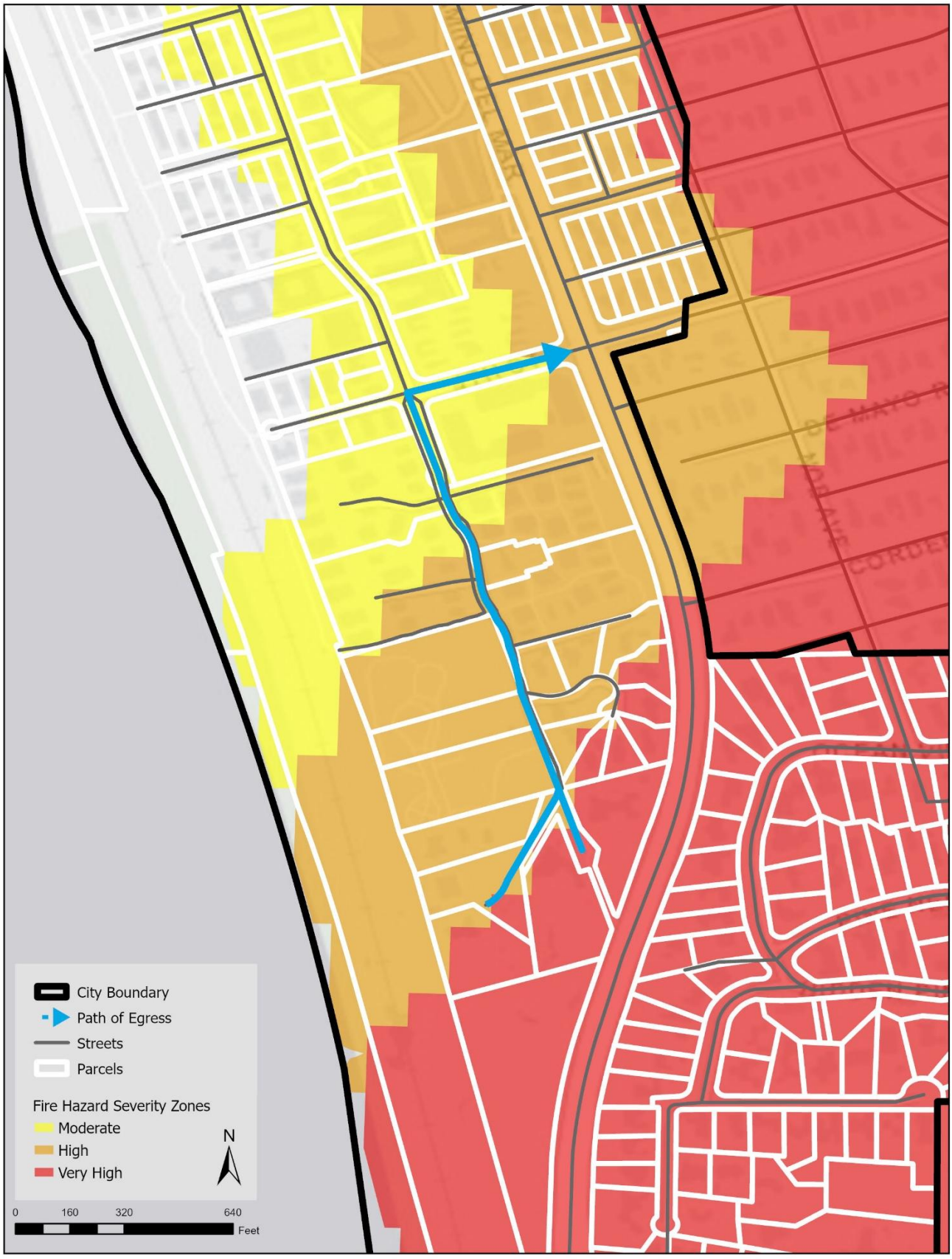
Source: City of Del Mar - Crest Canyon Evacuation Plan, prepared by Michael Baker International, 2025.

Figure 16: City of Del Mar Southerly Evacuation Plan



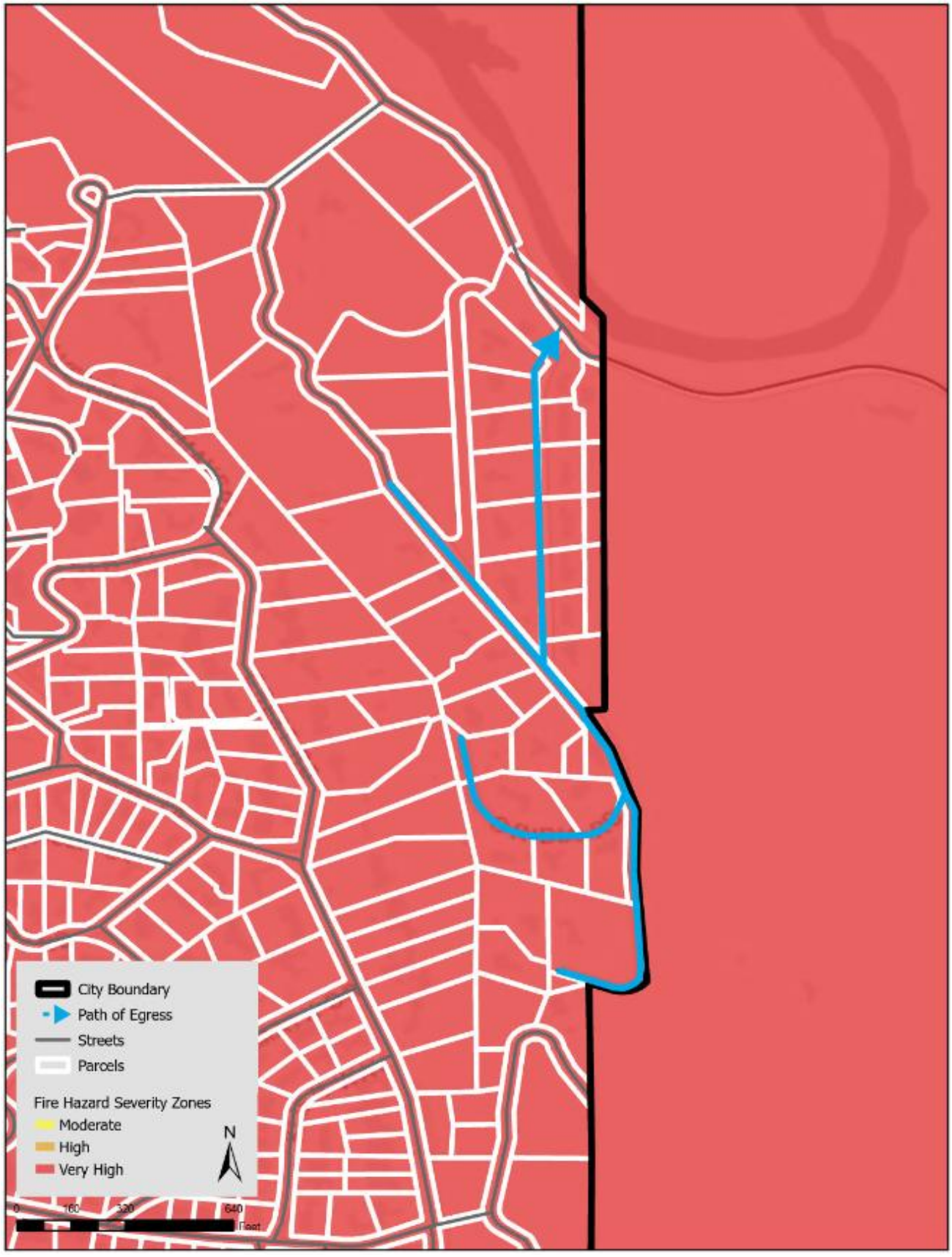
Source: City of Del Mar, 2025

Figure 17: Neighborhoods with 30 or More Units Served by a Single Point of Ingress/Egress: South



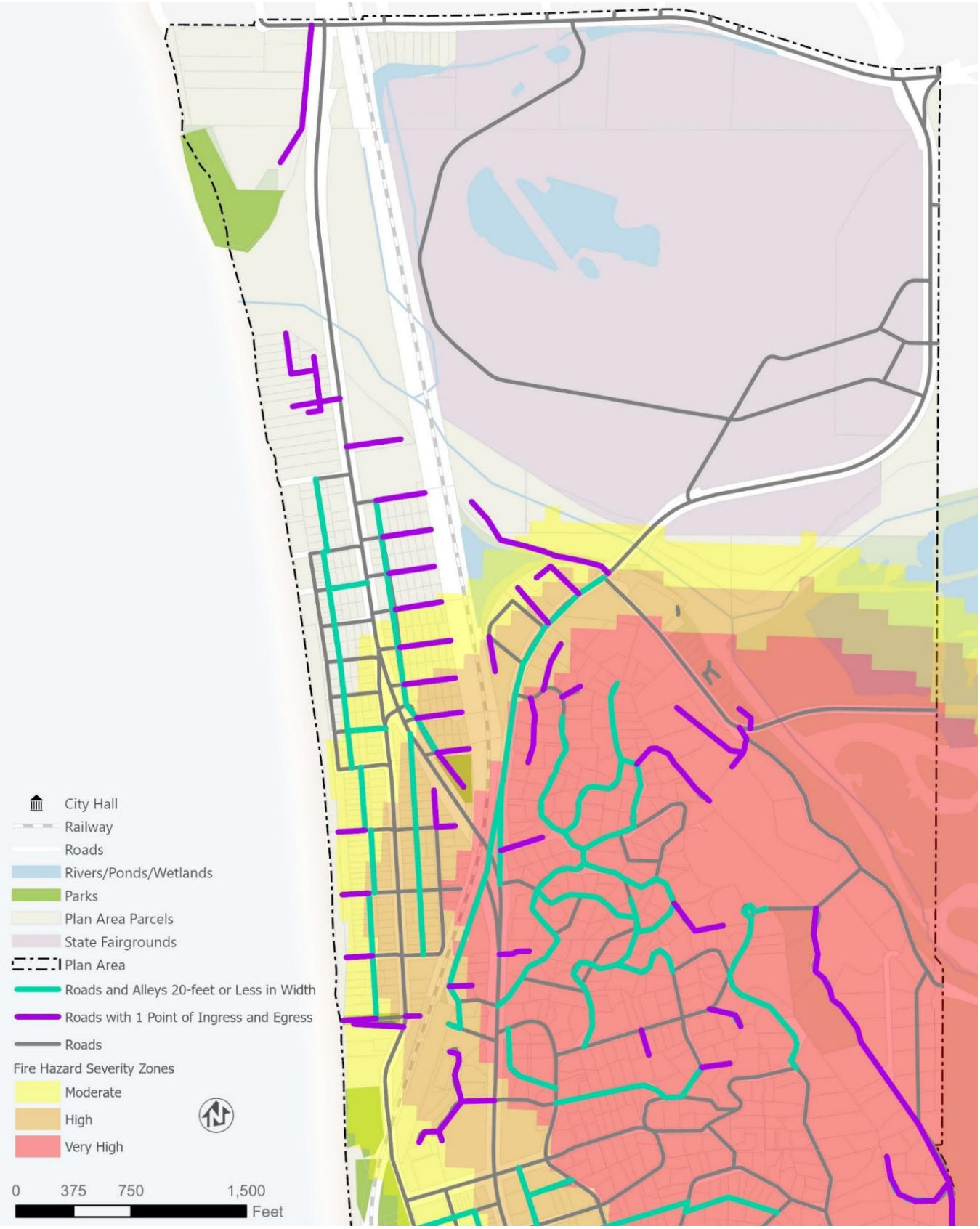
Source: City of Del Mar, 2025

Figure 18: Neighborhoods with 30 or More Units Served by a Single Point of Ingress/Egress: North



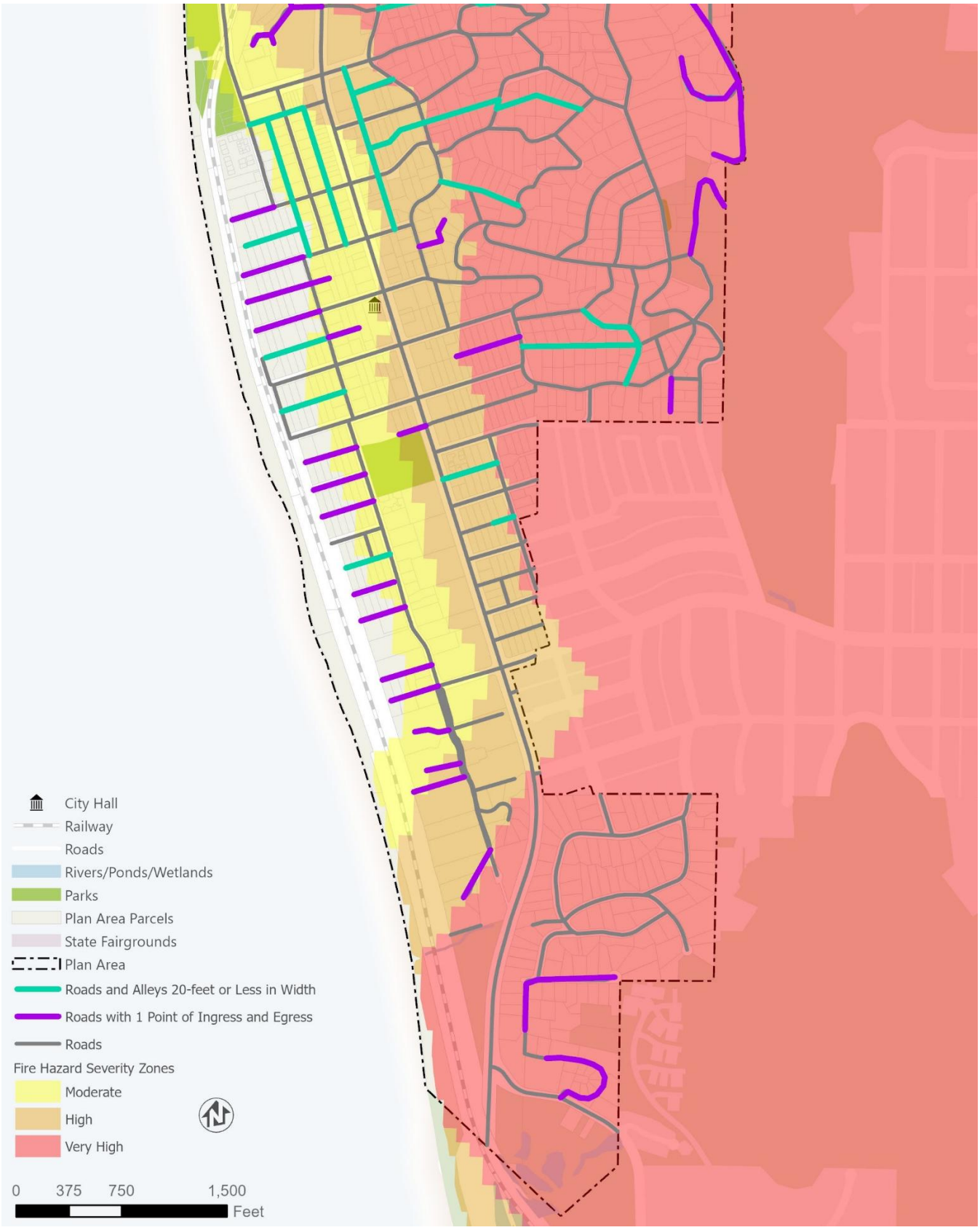
Source: City of Del Mar, 2025

Figure 19: Constrained Roadways, 20 feet or Less in Improved Roadway Width (North of 15th Street)



Source: City of Del Mar 2025

Figure 20: Constrained Roadways, 20 feet or Less in Improved Roadway Width (South of 15th Street)



Source: City of Del Mar 2025

7.6 WATER SUPPLY AND PUBLIC INFRASTRUCTURE

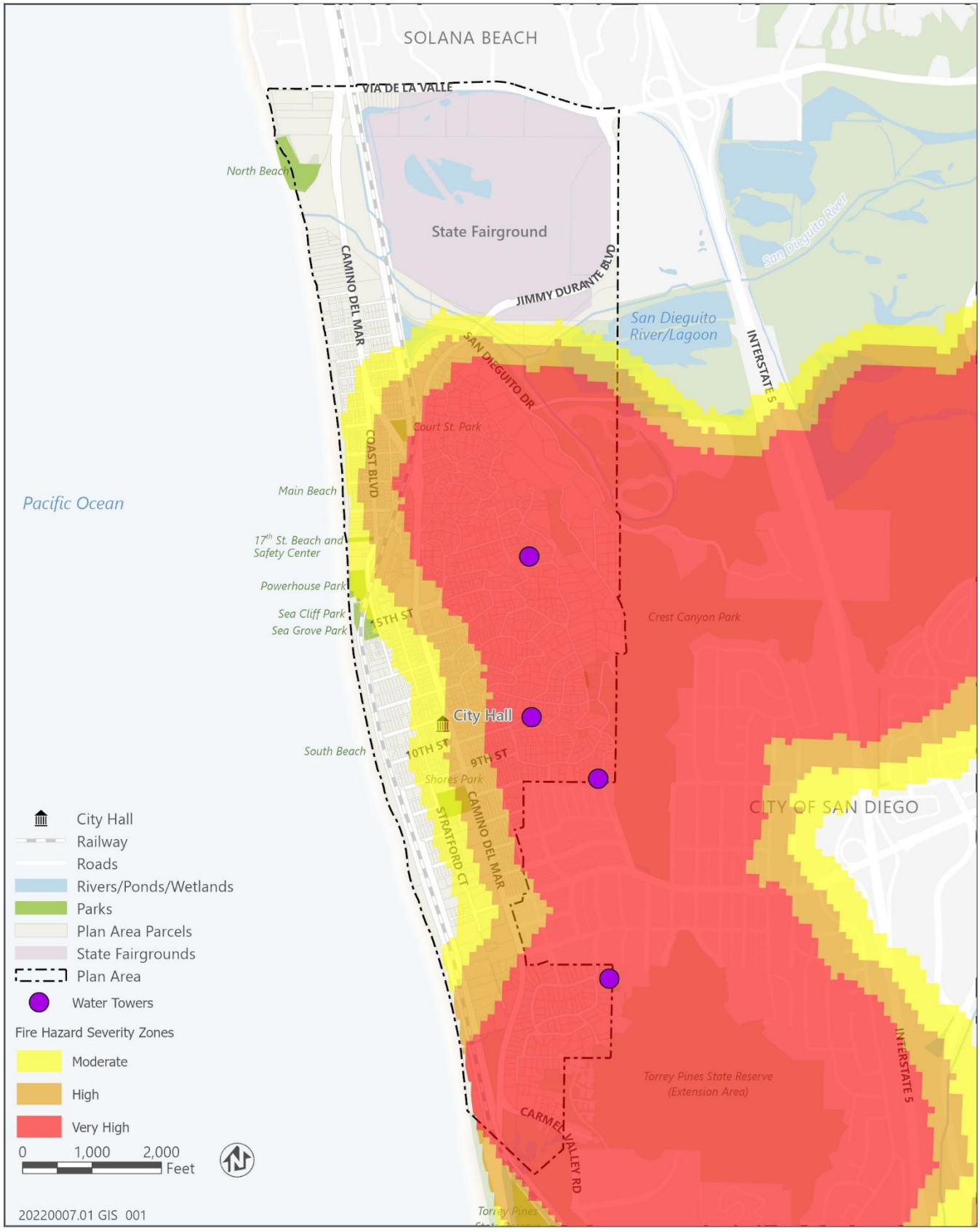
The City of Del Mar has adequate infrastructure in place to meet the needs of the City, which is critical in the event of a fire emergency for fire suppression. Domestic water supply in the City of Del Mar is provided by the City of San Diego via the San Diego County Water Authority (SDCWA). The Climate Action Plan, which is outlined within the Safety Element, identifies a projected annual water supply for the City of Del Mar of 381 million gallons (1169 AF) for the year 2020. Del Mar currently uses an average of 1,000-acre feet (AF) of water per year, but has a capacity to provide approximately 1,800 AF per year, which exceeds need projections for the City. The City also uses, mostly for the Fairgrounds, about 80-acre feet per year of reclaimed water, which the City purchases from the San Elijo Joint Powers Authority (SEJPA). The City's water demand is not expected to change significantly with continued development as development is expected to mainly consist of a limited number of single-family residential units.

- City of San Diego via the San Diego County Water Authority (SDCWA): The SDCWA purchases water from a variety of sources as well as producing its own water. SDCWA is the largest member of the Metropolitan Water District of Southern California, and it receives a large amount of its water from this agency. In partnership with the member agencies and stakeholders, the SDCWA meets the region's water supply needs by providing a safe and reliable water supply; diversifying the region's water supply sources; and building, maintaining, and operating critical water facilities in a cost-effective and environmentally sensitive manner (SDCWA 2015). The City of San Diego treats more than 360 million gallons of water per year for Del Mar and transports the water approximately 14 miles to Del Mar from the Lake Miramar Treatment Plant. The San Diego County Water Authority is responsible for providing safe drinking water to its 24 retail member agencies and their customers, including the City of Del Mar. The member agencies are represented on a 36-member Board of Directors. A member of the Board of Supervisors also serves as a non-voting representative to the Water Authority Board.
- City of Del Mar Infrastructure: The Del Mar Public Works Department provides water service to nearly 1,900 metered accounts. This includes water services to single unit residential, multi-unit residential, irrigation, commercial, public facilities, and the State Fairgrounds. The system includes 27 miles of water mains; 4 storage reservoirs totaling 4 million gallons of capacity; 664 valves, and 275 fire hydrants.

  In maintaining the City's water system, the important goals are public health and safety, and reliability as well as economic efficiency. Del Mar currently uses an average of 1,000-acre feet (AF) of water per year but has a capacity to provide approximately 1,800-AF per year. The City also uses, mostly for the Fairgrounds, about 80-acre feet per year of reclaimed water, which the City purchases from the San Elijo Joint Powers Authority (SEJPA).

  In addition to the water infrastructure as described above, the City also maintains four public water towers within the Very High Fire Hazard Severity Zone. These water towers contribute to the described water surplus. Figure 20 illustrates the locations of the City's four water towers.

Figure 21: City of Del Mar Public Water Towers



Source: City of Del Mar 2025

7.7 GOALS, POLICIES, AND IMPLEMENTATION ACTIONS

Goal 7: The City of Del Mar's proximity to the Crest Canyon could result in destructive fires. The risk of, and potential for, wildland fires to spread to urbanized areas and result in loss and damage can be reduced through land use planning, adherence to building and fire codes, and the implementation of adequate evacuation routes.	
Policy 7.1	Maintain areas within the Very High Fire Hazard Severity Zone as low and very low-density residential and/or open space through implementation of the Community Plan and Municipal Code. Implementation Action 7.1: Ensure that future sites for multi-unit housing identified in the Housing Element Candidate Sites Analysis are located outside of the Very High Fire Hazard Severity Zone.
Policy 7.2	Work with local, State and federal agencies to update, monitor, and maintain the most current fire hazard and fire protection information to disseminate to the public.
Policy 7.3	Ensure that new development does not reduce street width below the recommended fire access standard of 20 feet or greater. Implementation Action 7.3.1: Ensure that off-street parking is provided for new dwelling units, including Accessory Dwelling Units (ADUs), proposed on streets with an improved width of 20 feet or less. Implementation Action 7.3.2: Prepare an analysis of all city streets to assess existing conditions and road widths.
Policy 7.4	Continue to educate the public on the City's evacuation plans and how to best prepare in the event of a fire emergency, especially for residents located within the areas served by the Crest Canyon and Torrey Pines Evacuation Plans.
Policy 7.5	Continue to educate the public on the importance of the City's fuel-reduction program, especially in the High and Very High Fire Hazard Severity Zone. Implementation Action 7.5.1: Ensure properties in the Very High Fire Hazard Severity Zone maintain defensible space through fuel modification so that a wildfire would be unlikely to ignite structures consistent with Government Code Section 51182. Implementation Action 7.5.2: Continue to implement the fuel-reduction program, which requires an annual inspection for properties located in the WUI. Implementation Action 7.5.3: Assist the community in adapting to more frequent and intense droughts by encouraging fire resistant plants and drought tolerant landscaping.
Policy 7.6	Locate, when feasible, new essential public facilities outside of the Very High Fire Hazard Severity Zone or identify construction methods to minimize risk to these facilities.
Policy 7.7	In the event of a fire within the Very High Fire Hazard Severity Zone, the City shall evaluate the potential for redevelopment in accordance with the State Building and Fire Codes.
Policy 7.8	Require compliance with and enforce the most current California Building Code and Fire Code fire protection standards for all structures.
Policy 7.9	Ensure planned improvements to public transportation and the circulation system within the city will maintain adequate levels of service and emergency response times to all areas of the city.
Policy 7.10	In locations vulnerable to hazards, require measures such as fire protection plans or other conditions of approval to meet emergency response needs and mitigate the risk of life and property loss, when necessary.
Policy 7.11	Ensure development does not reduce the ability for emergency response needs including access to water resources, adequate water pressure, onsite water storage, or fire flows.

Policy 7.12	Coordinate with neighboring jurisdictions to develop strategic fire plans that focus on structure protection and fuel management/modification within established defensible spaces, while also accounting for resource protection requirements that protect native vegetation, wetlands, and environmentally sensitive habitat areas.
Policy 7.13	Coordinate with San Diego Gas & Electric to implement City electrical undergrounding plans with a focus on undergrounding utilities along critical evacuation roadways and areas with the highest wildfire risk. Implementation Action 7.13.1: Require property owners to maintain a vegetation clearance of at least 10-feet from existing above ground utilities.
Policy 7.14	Pursue funding, when available, to facilitate structural retrofits and roadway improvements in existing residential neighborhoods without two points of emergency ingress and egress.

8 HAZARDOUS WASTE AND MATERIALS

The City has an exclusive franchise agreement with EDCO for solid waste services, including refuse, recycling, and green waste. The City's solid waste is collected and transported to the Palomar Transfer Station and non-recyclables are transported for disposal to the West Miramar Sanitary Landfill. Miramar Landfill has a maximum permitted throughput of 8,000 tons per day, with a maximum permitted capacity of 87,760,000 cubic yards. The current estimation is that the landfill will have capacity until about 2031.

Pursuant to Gov. Code §65962.5.4, the California Department of Toxic Substances identified no hazardous waste or substance sites in the City. Hazardous waste becomes hazardous only when it is not handled or disposed of properly. Regulation and enforcement of hazardous materials in Del Mar is overseen by various regional and local Water Boards, along with the federally and state-regulated Department of Toxic Substances Control.

8.1 IN THE COMMUNITY

While residential households may use cleaning products and undertake automotive and home repair projects that involve products that contain chemicals, most household chemicals pose little threat to the community. Further, since residential development is the predominant land use in the City, there is minimal to no risk to the community at large.

Hazardous materials and waste used by business and industry can present a greater risk. However, the California Environmental Protection Agency (CalEPA) and the California Department of Toxic Substances Control do not list any sites in the City of Del Mar that are the subject of enforcement for hazardous waste violations. Within the City of Del Mar, there is one automotive repair shop (Carmel Valley Road), one dry cleaner (Camino del Mar), and one blueprint copy services business (San Dieguito Drive), which are examples of businesses that may use and store chemicals or hazardous materials. Critical public infrastructure including pipelines and tanks are also examples of facilities that may transport or store chemicals.

In the City of Del Mar, the primary risk of hazardous waste and materials exposure is from hazardous materials spills from the rail lines that run through and adjacent to the City and spills from vehicular transport of hazardous waste along Interstate-5, which is located east of the City boundary. Rail lines that run through the City include:

- Commuter lines that include "the Coaster" operated by the North County Transit District (NCTD) and the Amtrak Pacific Coastliner (APS); and
- Freight lines, which are owned and operated by Burlington Northern Santa Fe (BNSF) that connect southern California ports to northern California.

Regulation of the use, storage, and transportation of hazardous materials and wastes rests on state and federal agencies. However, cities and counties play a large role in minimizing the risks and impacts of exposure through careful planning and preparation. The City coordinates with the County of San Diego for the implementation of environmental health, waste reduction, and hazardous waste management consistent with County programs and regulations.

8.2 IN THE HOME

As identified above, household exposure to hazardous materials is not uncommon, as many cleaning products and products and materials for automotive and home repair projects contain chemicals that can harm both humans and the environment. However, responsible use, storage, and management of chemicals and hazardous materials can largely avoid the associated health risks. For example, following the manufacturer's instructions on product packaging and keeping products out of reach of children are simple steps that can help reduce the risk of exposure. To facilitate responsible storage and management of hazardous waste, the City partners with CleanEarth to provide home collection

of Household Hazard Waste (HHW) items for a co-payment of $10 (fee is waived for seniors and disabled residents). Residents may also drop off HHW at one of three facilities in San Diego County. Additionally, batteries can be recycled at the Del Mar Civic Center.

8.3 GOALS, POLICIES, AND IMPLEMENTATION ACTIONS

Goal 8: Protect the community's health, safety, and welfare relating to the use, storage, transport, and disposal of hazardous materials.	
Policy 8.1	Ensure that the Fire Department can continue to respond safely and effectively to a hazardous materials incident, whether it is a spill at facility that stores or maintains hazardous waste and materials, or the result of an accident along a section of freeway or railroad.
Policy 8.2	Continue to support the operation of programs and recycling centers that accept hazardous substances, such as paint, paint thinner, used waste oil, etc.
Policy 8.3	Cooperate with the enforcement of disclosure laws requiring all users, producers, and transporters of hazardous materials and wastes to clearly identify such materials at the site and to notify the appropriate local County, state, and/or federal agencies in the event of a violation. Implementation Action 8.3.1: Participate in San Diego County hazardous waste reduction programs consistent with the San Diego County Hazardous Waste Management Plans. Implementation Action 8.3.2: If proposed development would store or maintain chemicals, biological waste, or hazardous waste and materials, coordinate with the County of San Diego and applicable state agencies to identify and require the best practicable, environmentally safe, and equitable solutions to solid and hazardous waste management.
Policy 8.4	Promote the use of non-toxic alternatives for cleaning and pest management in the home and yard.

9 TRANSPORTATION HAZARDS

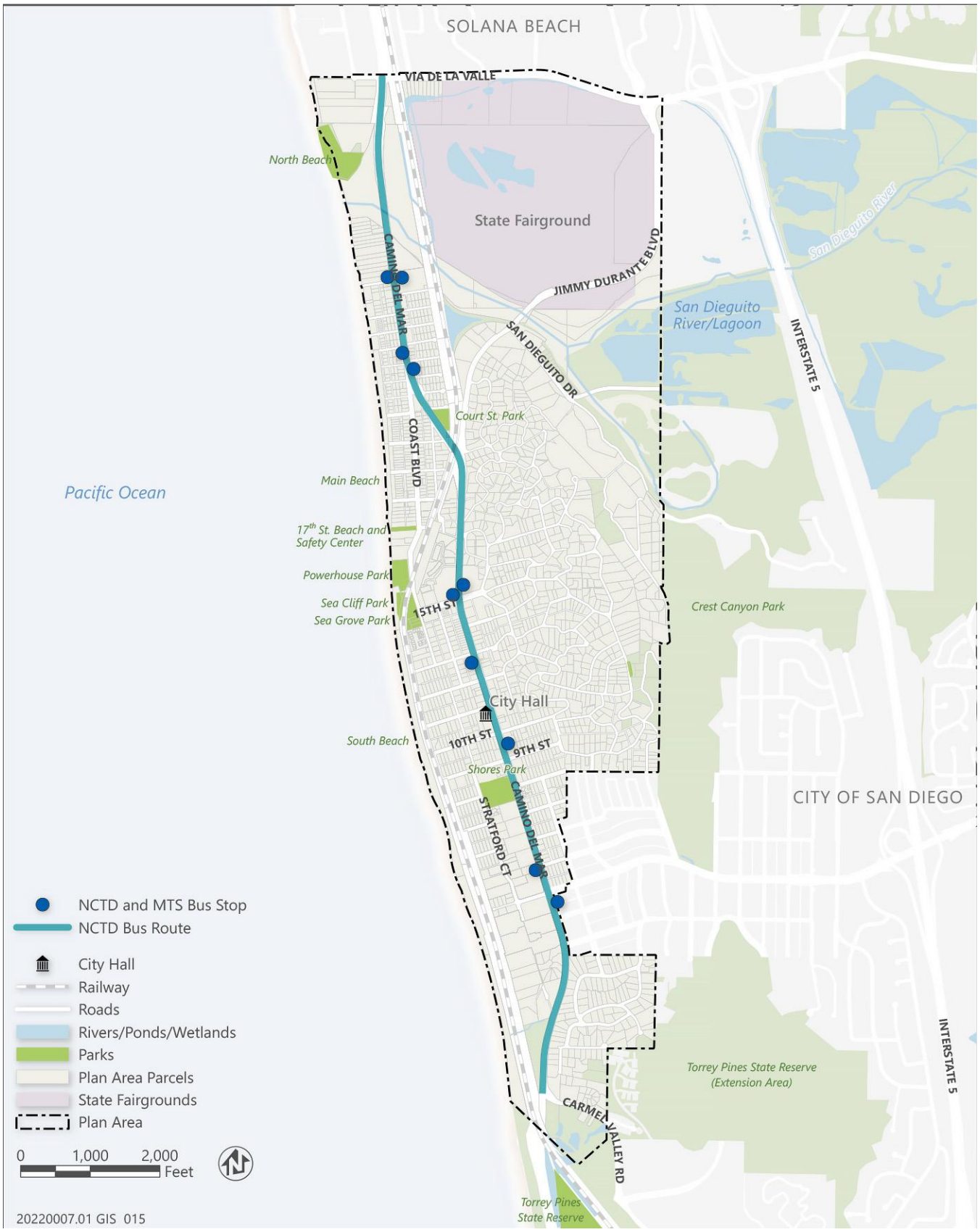
9.1 AUTOMOBILE CIRCULATION

The major north-south traffic carriers in the City are Camino Del Mar (old Highway 101) and Jimmy Durante Boulevard, which experience heavy vehicular use to and from Del Mar as well as commuter traffic through the City of Del Mar. Major throughfares, such as Del Mar Heights and Via de la Valle, provide access to the City from Interstate-5 (I-5) and allow for speeds up to 45 MPH. To ensure the safety of vehicles, pedestrians, and micro mobility users, Camino Del Mar and Jimmy Durante Boulevard have a maximum 35 MPH speed limit, which reduces to 25 MPH in segments of downtown along Camino del Mar. Additional safety measures include delineated pedestrian crossing points and stop signs with flashing lights to catch the attention of drivers to minimize accidents.

9.2 TRANSIT SERVICES

The North County Transportation District (NCTD) and San Diego Metropolitan Transit System (MTS) provide transportation and transit services to the City of Del Mar, which include bus service for Route 101 along Camino del Mar. The Solana Beach Transit Center is a regional mobility hub that is located within 1.2 miles of the City of Del Mar. Figure 22 illustrates Route 101 and the stops within the City of Del Mar.

Figure 22: Transit Stops in the City of Del Mar



Source: City of Del Mar, Ascent 2025

9.3 BICYCLE AND PEDESTRIAN CIRCULATION

The City of Del Mar is a vibrant coastal community that attracts millions of visitors annually. The Community Plan Transportation Element sets a goal to "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 alternative means of transportation."

The City provides pedestrian access via sidewalks and trails to the City's downtown, beaches, parks, the San Dieguito Lagoon, and Los Peñasquitos Lagoon. The City provides sidewalks for pedestrian circulation through downtown which connect to public parks and beaches in Del Mar. Bicycle lanes are provided along Camino del Mar and Jimmy Duante Boulevard from the northerly city boundary at Via de la Valle to the southerly city boundary at Carmel Valley Road. These bicycle lanes provide critical north-south transportation alternatives that are well used by residents and visitors for work commutes as well as recreation.

- Access Downtown: The City completed its downtown streetscape improvements (2019) which improved safety for bicycles and pedestrians and transformed Del Mar's business district with new sidewalks, trees, landscaping, street furniture, pavement, and lane striping. To further pedestrian and bicycle safety, flashing stop signs have been installed in medians at 11th Street, 13th Street, and 22nd Street on Camino del Mar to facilitate awareness of the signs for drivers and bicyclists.
- Access to Beaches, Parks, and Open Space: The City provides sidewalks, paths, and trails that connect the public to beaches, parks, and open space areas throughout the City of Del Mar and adjacent to the City, including the following:

Public Paths and Trails

- Thousand Steps (Ocean View Ave to Torrey Point Rd)
- Gunther's Alley (Crest Rd to Hoska Ln)
- Hidden Gulch (Crest Rd to Klish Way)
- Short Cut (City Alley - 10th to 11th)
- Slim Lane (Cuchara Dr to Cuchara Dr)
- Canyon Steps (15th to Forest Way)
- Friendship Way (Upper Rimini Rd to Lower Rimini Rd)
- Shady Lane (Serpentine Dr to Seaview Ave)
- Luzon Footpath (Seaview Ave to Luzon Ln)
- Boardwalk Trail
- Crest Canyon Reserve Trail
- Dust Devil Nature Trail (East, North, and West Loops)
- David Way (David Way to Seaview Ave)
- Camino del Mar to RR Station
- Ocean Avenue (10th to 9th)
- Del Mar Woods to Bluff
- Del Mar Canyon Preserve (Bike/Pedestrian Path)
- James Scripps Bluff
- Crest Rim
- Hidden Pines (Torrey Pines Reserve)
- West Del Mar River Path
- Lagoon Trail
- Riverpath Del Mar Trail (three segments)

Parks and Recreational Areas

- Crest Canyon Park
- Del Mar Canyon Preserve
- Powerhouse Park
- San Dieguito Lagoon
- Scripps Bluff Preserve
- Sea Cliff Park
- Seagrove Park
- Shores Park
- State Fairgrounds
- 21st Street North Beach Tennis and Basketball Courts
- Torrey Pines State Reserve

For more information, refer to the following link on the City's website:

https://delmar.maps.arcgis.com/apps/Shortlist/index.html?appid=13a0662d67a74f77a3b4d99778810d03

9.4 RAILROAD

The LOSSAN (Los Angeles-San Diego-San Luis Obispo) rail corridor extends 351 miles from San Luis Obispo to San Diego. It connects southern California with northern California is identified as an important rail corridor. The 60-mile San Diego County segment extends from the San Diego/Orange County border, through Del Mar, to the Santa Fe Depot in Downtown San Diego. Approximately 50 trains operate daily along this segment of track. The rail corridor is owned in different sections by BNSF Railway (BNSF), Union Pacific Railroad (UP), and various regional commuter rail authorities. It is the only functional freight rail connection between the San Diego metro area and national rail network. The LOSSAN Corridor is important to the United States Department of Defense because there is no alternate rail route to Camp Pendleton or the Port of San Diego. The railroad also serves the Port of Long Beach, the Ventura County Naval Base (Port Hueneme), and the Port of Los Angeles.

The Del Mar segment of the LOSSAN rail corridor runs along vulnerable coastal bluffs where the coastal bluff edge has retreated to a point where it is an active safety concern. The San Diego Association of Governments (SANDAG) and North County Transit District (NCTD) are in process of implementing a long-term plan to relocate the railroad off the Del Mar Bluffs to an inland location by 2035. SANDAG has taken the lead to explore various planning concepts for alternative rail alignments and kicked off the environmental process for compliance with the California Environmental Quality Act, which is anticipated to be completed in 2026.

The Del Mar City Council adopted Guiding Principles on December 18, 2023, for the railroad relocation project:

1) Removing the rail line from the environmentally sensitive and fragile Del Mar Bluffs to an inland location by 2035 is a top priority for the City and the region.

2) The San Diego Association of Governments (SANDAG) must thoroughly explore all portal locations that eliminate impacts to, and the need for acquisition of, private property.

3) It is critically important that SANDAG engage the public through every means possible to ensure a robust public participation process in which the public can participate fully, receive answers to questions, and provide feedback for consideration prior to decisions being made.

4) The coming SANDAG studies must include a reasonable range of feasible alternative rail alignments, including the I-5 and proposed Fairgrounds alignments, and must also include a "no project" alternative as required by federal and state environmental laws.

5) An independent, forward-looking cost benefit analysis must be performed comparing the cost and benefits of the proposed final project to the alternatives and should consider costs due to risks of bluff failure.

6) Del Mar expects to be intimately involved in the SANDAG study process with an opportunity to comment at each stage along the way.

7) Recognizing that elimination of the rail line is not within the power of the City of Del Mar, SANDAG, or the North County Transit District, Del Mar encourages those who want to advocate for closure of the rail line to address their comments to the federal and state governments who hold this authority and their respective representatives.

8) The City Council pledges to be open and transparent with the public regarding this important project and expects SANDAG to do the same.

9) In addition to the Coastal Commission requirements related to the Del Mar Bluffs 5 Project mitigation, the LOSSAN Rail Realignment Project should include removal of seawalls and the creation of a trail wherever the tracks are removed in Del Mar.

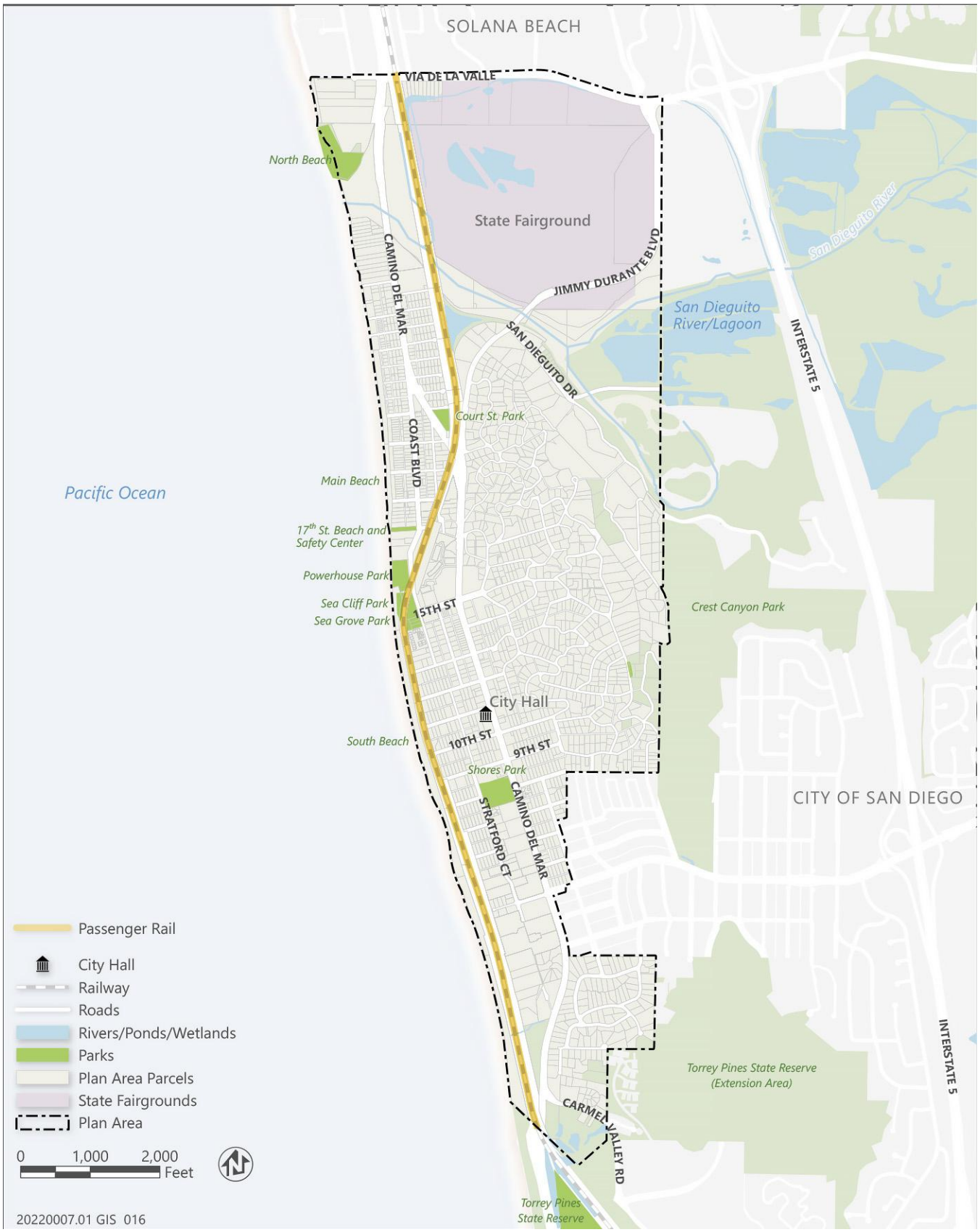
10) With regard to study of a potential Fairgrounds rail alignment, SANDAG must respect and protect the operational, economic, environmental and planning needs of the 22nd DAA and of the proposed Del Mar housing program on the Fairgrounds, and as a key stakeholder, the 22nd DAA must be proactively engaged by SANDAG throughout the process.

In the interim, SANDAG and NCTD have responded to address railroad transportation safety by implementing bluff stabilization to increase safety and service reliability through the Del Mar stretch of the LOSSAN Corridor and minimize the chances of track damage due to bluff erosion and seismic events. This was accomplished by installing supports and directing stormwater runoff away from the bluffs. SANDAG is evaluating rail realignment options to relocate the railroad infrastructure completely off the coastal bluffs in Del Mar.

During the next 20 years, nearly $1 billion in improvements along this corridor are expected to be constructed by SANDAG. The main improvement includes the construction of double track from Orange County to Downtown San Diego, two-thirds of which have been completed. Other plans involve improvements to existing infrastructure and new construction, including bridge and track replacements, new platforms, pedestrian undercrossing, and other safety and operational enhancements. This is especially important as this could effectively double the operating capacity of the segment within the City, further increasing the potential for accidents and conflicts.

Risks pertaining to the rail lines extend beyond the degradation of the environment. The segment of rail line in Del Mar includes an at-grade crossing at Coast Blvd. Rail lines increase the risk of possibility of accidents involving pedestrians, bicycles, or vehicles, and have occurred along many areas of the rail line. The risk of train derailment while carrying passengers, or the accidental release of hazardous materials into the City and environment is also a concern. In the past 10 years, there have been 43 reported train accidents in San Diego County, 19 of which involved derailment of cars (no fatalities), and nine impacts with vehicles. Existing railroad use is a potential physical barrier to access during an emergency evacuation scenario that could limit the effectiveness of emergency response and evacuation routes in locations that require access across the rail lines. This is a scenario that is accounted for in the City's emergency response plans.

Figure 23: Railroad Segment in the City of Del Mar



Source: City of Del Mar, Ascent 2025

9.5 AIRPORT

The San Diego County Regional Airport Authority (created January 1, 2003) is an independent agency that plans for the region's long-term air transportation needs and airport-related plans to minimize risk of hazards associated with each airport located in the region. The City of Del Mar is not located in any airport influence areas and is therefore not subject to any requirement for adoption of Airport Land Use Compatibility Plans or airport-related land use controls on local development. The closest public use airport is McClellan-Palomar Airport, which is located approximately 13 miles north of the City, and the closest military use airport is Marine Corps Air Station Miramar, which is located approximately seven miles south of the City. The Miramar pilots follow a designated flight path called the "beach route" that sends helicopters west-northwest over Los Peñasquitos Lagoon and then north. Once helicopters clear the base, the Federal Aviation Administration directs their movements. Under special circumstances, such as a thick marine layer, helicopters may need to fly lower and closer to the coast and City of Del Mar, creating potential for noise and hazard concerns in the City.

9.6 GOALS, POLICIES, AND IMPLEMENTATION ACTIONS

Goal 9: Ensure reliable, comfortable, and safe transit options for Del Mar residents, employees, and visitors.	
Policy 9.1	Support relocation of railroad infrastructure away from the environmentally sensitive coastal bluffs in the City of Del Mar, which are vulnerable to bluff erosion and projected sea level rise.
Policy 9.2	Continue to coordinate with SANDAG on both short-term (Bluff Stabilization) and long-term (Rail Realignment) projects to ensure safe rail travel through the San Diego region.
Policy 9.3	Through the Transportation and Parking Advisory Committee (TPAC), continue to research additional safety and enforcement measures to improve pedestrian and bicycle safety within Del Mar. Implementation Action 9.3: Continue to pursue funding and construction of the Riverpath Trail Phase III to complete the important public trail connection to adjacent open space and trails.
Policy 9.4	Complete the Camino del Mar Bridge replacement project to ensure critical public infrastructure is climate resilient and sustainable to accommodate safe travel across the San Dieguito River for automobiles, bicycles, and pedestrians.