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## **Final Environmental Impact Report for the Del Mar City Hall/Town Hall Project Del Mar, California / SCH #2015051067**

*Prepared for*  
City of Del Mar  
1050 Camino del Mar  
Del Mar, CA 92014  
858.755.9313

*Prepared by*  
RECON Environmental, Inc  
1927 Fifth Avenue  
San Diego, CA 92101  
619.308.9333

RECON Number 7786  
December 16, 2015



**Final Environmental Impact Report  
for the Del Mar City Hall/Town Hall  
Project  
Del Mar, California  
SCH #2015051067**

*Prepared for*

City of Del Mar  
1050 Camino del Mar  
Del Mar, CA 92014  
P 858.755.9313

Contact: Kathleen A. Garcia, FASLA, LEED AP  
Planning and Community Development Director

*Prepared by*

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RECON Number 7786  
December 16, 2015

# Del Mar City Hall/Town Hall Project Final Environmental Impact Report

## Errata

### Introduction

The Del Mar City Hall/Town Hall Project is a City-initiated proposal to redevelop the existing City buildings at 1050 Camino del Mar, within the City of Del Mar. This project is an example of a project design in tandem with the environmental review process, whereby the design is informed by not only the public outreach and involvement, but also environmental analysis. Where design can be refined to reduce or avoid impacts, this concurrent process allows for such improvements in the plan without significant cost that accompanies late-in-design changes or the associated delays. With the tandem efforts, the intent of CEQA to disclose the potential environmental effects, and identify mitigating measures to reduce the impacts, is met while making the changes both practical and feasible through early design. This Errata has been prepared for the Final EIR to summarize the refinements to the proposed project, and to document the City's review and determination with respect to whether recirculation would be required under CEQA.

### Refinement of Proposed Project

The City Council voted on March 2, 2015, to move forward with the project which includes the construction of new City administration facilities (City Hall) to accommodate the existing civic functions within an approximately 9,250-square-foot City Hall facility, an approximate 3,200-square-foot Town Hall meeting room that can accommodate up to 150 persons, with an expansion ability to accommodate up to 250 persons using a breezeway, an approximately 15,000-square-foot outdoor public plaza, and parking for up to 160 parking spaces. Also included were expansion areas within the site to accommodate up to 20,000 square feet of future public facilities, to be determined at a later date with further environmental review as necessary.

The Draft EIR (DEIR) was prepared by the City to analyze the potential environmental impacts of the proposed project as conceptually designed. The DEIR was circulated for a 45-day public review period, from September 11, 2015, through October 26, 2015. During that time, fifteen letters of public comment were received on the project. No letters were received from any state or local agencies.

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Due to the concurrent design process and environmental review, the project has been refined from not only public involvement, but also from the environmental analysis conducted for the proposed project. The Refined Conceptual Site Plan has been included as Figures 3-2 and 3-3. The following is a summary of the refinements to the project since the circulation of the DEIR:

- Refinement of grading elevations for the lower parking lot and Expansion Area C;
- Designation and labeling of open areas as public viewing spaces within the plaza area (see Figure 3-4 of the Final EIR);
- Design of rooflines consistent with City Zoning and Municipal Code;
- Reduction in square footage for the City Hall along the northern end of the building;
- Relocation of the elevator to the north side of City Hall;
- Design of Town Hall;
- Conceptual Landscape Plan with trellis relocation, planting areas, exterior furniture, and plant palette options,
- Access stairs and ramps,
- Options for the location of the parking garage exhaust fan on either the western side or southern side of the parking garage,
- Design option for an internal driveway along the western side of the garage to provide connection between the surface parking lot and the parking garage,
- Design option to install a gated access at the north end of the surface parking lot to limit access to oversized or emergency vehicles only, and
- Design option to reduce the usable area associated with the Town Hall Terrace to a gated approximately 300 square-foot area with an access walkway and either screening or removal of the remaining structural area for a recessed access for the parking garage ingress on 10<sup>th</sup> Street.

Public comments received on the analysis and refinements to the project design have resulted in revisions to sections of the Final EIR. Further information, photographs and exhibits, and modeling have been included in analysis to reflect the refinements of the conceptual site plan that have been incorporated into the Final EIR. The conclusions of significance are the same for all impacts, with the exception of impacts to scenic views at build-out of the project with expansion areas A, B, and C (see Impact AES-3), which has been reduced to less than significant with mitigation (see MM-AES-3). The refined details included in the refined conceptual site plan, including building architecture, rooflines, and materials, as well as new designated

public spaces with scenic views of both the Pacific Ocean and the vegetative hillside to the east, were considered, along with additional mitigation. Refer to Section 4.2, Aesthetics, of the Final EIR for the detailed analysis clarifying the impacts for the refined project design and the complete list of mitigation measures proposed. No new or more severe impacts were identified for the refined conceptual site plan or the design options.

Responses to the public comments received during public review of the DEIR have been prepared in a side-by-side format to track the comment with the City response and included in the Final EIR. Where changes in the text have been made in response to comments on the DEIR, such changes are noted in the responses. The changes to the Final EIR have been made in ~~strikeout~~ and underline (e.g., ~~Old Text~~ Revised Text).

## **Recirculation Determination**

The standards for recirculation as defined in CEQA Statutes Section 21092.1, and CEQA Guidelines Section 15088.5, require that if changes may result in new or increased levels of environmental impacts, or if “significant new information” is added to the DEIR in response to comments, the EIR may be required to be recirculated for additional review and comments.

*The Laurel Heights Improvement Assn. v. Regents* (1993) 6 Cal 4th 1112 case, known as “Laurel Heights II”, provides that new information added to an EIR is not “significant” unless the EIR is changed in a way that deprives the public of meaningful opportunity to comment upon a substantial adverse environmental effect of the project, or a feasible way to mitigate or avoid such an effect (including a feasible project alternative) that the project proponents have declined to implement.

In accordance with these Guidelines, the refinements to the project design and the comments received on the DEIR do not result in the need to recirculate the EIR. The revisions to the Final EIR merely clarify the analysis to reflect the refined project design, and do not result in any new significant impacts or significant impacts of greater extent; nor does the additional analysis result in any mitigation measures or alternatives for which the City is declining to adopt.

The project analyzed within the DEIR was complete and with sufficient detail to provide adequate review. The refinements are focused on specific design features that were contemplated in the original conceptual site plan project description, have been further developed to address impacts and community concerns with respect to planning and design review. The new information and refinements is not significant and would not deprive the public of a meaningful opportunity to comment, as they existed previously without the design refinements (i.e., architecture, materials, landscaping) and would not result in increased or new impacts not previously identified. Therefore, recirculation of the DEIR is not required.

## DEL MAR CITY HALL/TOWN HALL PROJECT FINAL EIR LETTERS OF COMMENT AND RESPONSES

The following letters of comment were received from during the public review period (September 11 to October 26, 2015) of the Draft EIR. With the exception of the State Clearinghouse letter to document receipt and compliance, no letters of comment were received from any state or local agencies. All comment letters were received from interested persons, including residents and business owners, or their representatives.

A copy of each comment letter along with corresponding staff responses is included here. Some of the comments did not address the adequacy of the environmental document; however, staff has attempted to provide appropriate responses to those comments where information may have been gleaned from the EIR. Comment letters are numbered based on the order received, with the exception of the letter from the State Clearinghouse. Some of the comments received resulted in changes or additional information to further clarify the analysis contained within the EIR. These changes are indicated by ~~strikeout~~ (deleted) and underline (inserted) markings in the Final EIR.

Letter	Author	Format	Date
<b>STATE AGENCIES</b>			
A	State Clearinghouse, Scott Morgan, <i>SCH Compliance</i>	Letter	10/27/15
<b>INDIVIDUALS/ORGANIZATIONS</b>			
B	Kit Leeger	Letter	9/20/15
C	Julie Maxey-Allison and Brad Allison	Letter	9/24/15
D	Paul Rael	Email	9/24/15
E	Suren Dutia	Email	9/29/15
F	Jim Watkins and Kit Leeger	Email	10/02/15
G	Jerry Rost	Email	10/04/15
H	Patricia Tastad	Email	10/05/15
I	Charley and Marilyn Wheeler	Email	10/11/15
J	Dr. David and Lyn Zanders	Letter	10/13/15
K	Betty Wheeler	Email	10/24/15
L	Don Ellis	Email	10/24/15
M	Tom Seymour	Email	10/26/15
N	Everett DeLano	Letter	10/26/15
O	Joy and Rick Ehrenfeld	Email	10/26/15
P	Paul J. Rael	Comment Card	10/27/15

Letter A



Edmund G. Brown Jr.  
Governor

STATE OF CALIFORNIA  
Governor's Office of Planning and Research  
State Clearinghouse and Planning Unit



Ken Alex  
Director

October 27, 2015

RECEIVED

NOV 02 2015

City of Del Mar  
Administrative Services Dept.

Joseph Smith  
City of Del Mar  
1050 Camino Del Mar  
Del Mar, CA 92014

Subject: Del Mar City Hall/Town Hall Project  
SCH#: 2015051067

Dear Joseph Smith:

The State Clearinghouse submitted the above named Draft EIR to selected state agencies for review. The review period closed on October 26, 2015, and no state agencies submitted comments by that date. This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act.

A-1

Please call the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process. If you have a question about the above-named project, please refer to the ten-digit State Clearinghouse number when contacting this office.

Sincerely,

Scott Morgan  
Director, State Clearinghouse

A-1 No response needed. This letter confirms receipt of the document and distribution to appropriate agencies.

**Document Details Report  
State Clearinghouse Data Base**

**SCH#** 2015051067  
**Project Title** Del Mar City Hall/Town Hall Project  
**Lead Agency** Del Mar, City of

**Type** EIR Draft EIR

**Description** The City proposes to upgrade and expand the City's administration center (City Hall) to accommodate the existing civic functions within an approximately 9,250-sf City Hall facility, an approximately 3,200-sf Town Hall meeting room that can accommodate up to 150 persons, an approximately 15,000 sf outdoor public plaza, and parking for up to 160 parking spaces. Among the uses proposed within the initial phase of the City Hall development would be the offices, public counters, conference rooms, and restrooms. The Town Hall would accommodate the City Council chambers, community meeting space, and Del Mar TV studio and network offices. Also included in the project is a future expansion of planned City Hall, Town Hall, or plaza or other uses to support public facilities as consistent with the City's Zoning Ordinance. During construction the City operations that currently exist on-site, including the City Hall public functions and City Council and other committee hearings, will be relocated. The options for the temporary relocation will also be analyzed in the EIR.

**Lead Agency Contact**

**Name** Joseph Smith  
**Agency** City of Del Mar  
**Phone** (858) 755-9313 **Fax**  
**email**  
**Address** 1050 Camino Del Mar  
**City** Del Mar **State** CA **Zip** 92014

**Project Location**

**County** San Diego  
**City** Del Mar  
**Region**  
**Lat / Long** 32° 57' 17.3447" N / 117° 15' 50.3861" W  
**Cross Streets** 10th Street and 11th Street  
**Parcel No.** 300-093-02 and 300-093-03  
**Township** 14S **Range** 4W **Section** 26 **Base**

**Proximity to:**

**Highways** I-5  
**Airports**  
**Railways** NCTD Coaster, AMTRAK Pacific Sur  
**Waterways** Pacific Ocean, San Dieguito River  
**Schools** Winston School  
**Land Use** Public Facilities

**Project Issues** Air Quality; Archaeologic-Historic; Biological Resources; Coastal Zone; Drainage/Absorption; Geologic/Seismic; Noise; Public Services; Recreation/Parks; Soil Erosion/Compaction/Grading; Toxic/Hazardous; Traffic/Circulation; Water Quality; Landuse; Cumulative Effects; Other Issues

**Reviewing Agencies** Resources Agency; California Coastal Commission; Department of Fish and Wildlife, Region 5; Office of Historic Preservation; Department of Parks and Recreation; Department of Water Resources; California Highway Patrol; Caltrans, District 11; Air Resources Board; Regional Water Quality Control Board, Region 9; California Energy Commission; Native American Heritage Commission; Public Utilities Commission

**Date Received** 09/11/2015 **Start of Review** 09/11/2015 **End of Review** 10/26/2015

Note: Blanks in data fields result from insufficient information provided by lead agency.



Letter B

September 20, 2015

Honorable Mayor and City Council members,

Thank you for the work you and the Planning Department have done getting a new Civic Center this far. We are closer than we have been in 20 years! Your collaboration with the residents via the community workshops, survey and open forums have provided opportunities for the residents to let you know what they want - and are willing to pay for.

Thus my alarm when I read the draft EIR report.

There are some serious flaws in the Draft EIR report. There are inaccurate statements within the Project Overview and the Project Objectives that have led to unacceptable conclusions. From the report, section

S1.2 PROJECT OVERVIEW

Paragraph 5: "A future expansion area for an additional 20,000 square feet of public facility uses consistent with the Public Facilities designation of the City's Zoning Ordinance as part of the project."

No, the project programming is for additional space for commercial uses. Uses such as a restaurant or café that could enliven the Plaza for all to enjoy. Not to repeat the previously failed attempts to approve massive government buildings!

From section

S1.3 PROJECT OBJECTIVES

Bullet #7: "Provide for future expansion areas within the project site consistent with the existing land use and zoning regulations."

Again, it was always understood, by the voters at least, that there would be required modifications to the existing land use and zoning regulations. It was by that agreement that the residents approved the government building design phase to get underway. That way there would be no further delay in providing safe and necessary accommodations for our city staff members. The residents are expecting zoning modifications to follow.

The unacceptable conclusion:

From section

S5.2.1 REDUCED PROJECT ALTERNATIVE

Paragraph 1: "This alternative would omit expansion area A in the northeastern portion of the site in the plaza.

Paragraph 2: "Additionally, the parking located in the surface lot, facing westward (~28 spaces) would be removed from the proposed project.

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B-1

B-2

B-3

B-4

B-1 No response needed.

B-2 The EIR reflects the proposed project description as approved by the City Council on March 2, 2015, to be used as the basis of the EIR. The City Council only approved uses in the expansion area consistent with the Public Facilities zone. Since the Public Facilities zone does not allow commercial uses, a rezone to Central Commercial would be required to allow the types of commercial uses on the project site as described by the commentor. Subject to Measure B, a rezone would also require a public vote as a ballot measure. While the EIR does not address commercial uses, future expansion area for commercial uses could occur at a later date pending subsequent environmental review, approval of a rezone, and passage of a ballot measure. This comment has been identified for communication by City staff to the decision making body for information and consideration.

B-3 See response to comment B-2.

B-4 The commentor disagrees with the EIR determination of "significant and unmitigable" for scenic views as compared to the existing condition. The EIR analysis of the potential environmental impact associated with blockage of "blue water" views, as detailed in Section 4.2, was developed on the baseline of the existing condition, which includes the existing City hall buildings, portable structures, hearing chambers and television studio, surface parking areas, and mature landscaping. The scenic view impacts are described in terms of changes from the existing condition in both a near-term (construction of the proposed City Hall and Town Hall facilities, along with the parking structure, surface parking lot, and landscaping) and long-term (buildout of the site with the three expansion areas) conditions to allow for the understanding of the project as whole.

However, as noted in the Errata, and as described and illustrated within Chapter 3.0, Project Description, the proposed project has been refined in response to public comments and through input at hearings and workshops on the proposed City Hall/Town Hall Project. As a result, further analysis, photographs and exhibits, and information clarifying the existing condition, the proposed project



This conclusion will doom the City's chances for getting voter approval, if they feel they are being cheated out of the project they agreed to!

The environmental issue stated as the grounds for deeming the expansion as "significant and unmitigable" (Table 7-1, page 7-3) is "scenic vistas". And yet, by the reports own admission,

"...this view blockage would be similar to the existing condition due to the existing structures at the north east corner of the site..." (Table S-1, Aesthetics: Threshold AES-1: Views)

I would argue that compared to what is there, pretty much anything will improve the view! It is unreasonable to argue, that during the interim between demolition and construction, that there will be new views to lose. In that case the decision for "No Project" makes just as much sense, tear the whole thing down and move into an already built office building.

State mandates have long been overreaching their voter-given authority. CEQA is a perfect example. Del Mar residents have spent \$300,000 for a 231 pages, repetitive report, to tell you not to do what the voters asked you to do. Be reminded that the CEQA report is a "guideline". It is still the City Council decision. CEQA Guidelines Section 15021(d) states:

"...a public agency has an obligation to balance a variety of public objectives, including economic, environmental and social factors..." The project as a whole has significant economic and social benefits. Take a stand for the residents of Del Mar and reject this divisive conclusion.

I will reiterate what I said at the last City Council meeting. The sitting City Council should finish the job they started. Having carried it this far, make the Resolution to fulfill the residents vision for Del Mar's new Civic Center.

Sincerely,

*Kit Leeger*  
Kit Leeger

- Cc: [ACorti@delmar.ca.us](mailto:ACorti@delmar.ca.us)  
[DMosier@delmar.ca.us](mailto:DMosier@delmar.ca.us)  
[SParks@delmar.ca.us](mailto:SParks@delmar.ca.us)  
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B-4 (cont.)

design, and potential significance of impacts, have been incorporated into the Final EIR, including Section 4.2, Aesthetics.

The impact to scenic views was identified at the project site due to the potential view blockage that could occur as proposed landscaping matures, blocking views from public spaces to the east (Impact AES-1). This determination did not change with the analysis of the refined project design. With respect to buildout of the project, refined details on the project design, including building architecture, rooflines, and materials, as well as new designated public spaces with scenic views of both the Pacific Ocean and the vegetative hillside to the east, were considered for the analysis of the refined conceptual site plan. View corridors along 10th and 11th streets would still be maintained. Public views northbound along the segment of Camino del Mar immediately adjacent to the project are blocked by existing vegetation. Southbound public views from Camino del Mar would be maximized through the project design associated with the development of the City Hall and Town Hall buildings (open public plazas, low-profile structures, and glass façades); however, certain project features could result in an unreasonable blockage of views, resulting in a significant impact to ocean views (Impact AES-2), consistent with the impact identified in the Draft EIR.

Additional mitigation was identified as a result of refined project design and public input, and is included as the new MM-AES-3 (MM-AES-4 addresses project impacts associated with light and glare). With the implementation of the mitigation, including future Design Review of the expansion areas, the incorporation of Town Hall Overlook, the limitation of new structures to achieve approximately 50 percent or more of the Ocean View Terrace, the use of open and transparent materials to the greatest extent practicable in the upper (eastern) portion of the site, limiting the roofline of expansion area B to not exceed the height of the roofline of the adjacent City Hall structure as constructed, and the siting of the future development of expansion area A in a manner such that view access from Camino del Mar is approximately 50 percent of the length from the northeastern corner of City Hall to the northern property line, and reduce and maintain the ground cover

	<p>B-4 (cont.)</p> <p>landscaping (trees excepted) within the median of Camino del Mar, between 9th Street and 11th Street, to not exceed 24 inches in height, to expand views westward for northbound vehicle occupants and pedestrians on the east side of Camino del Mar, the impacts at buildout of the proposed project would be mitigated to less than significant. Refer to Section 4.2 of the Final EIR for the analysis clarifying the impacts for the refined project design and the complete list of mitigation measures proposed.</p> <p>The alternative to move into existing commercial/office buildings in the area is a separate alternative that was considered but rejected by the City Council for this project.</p> <p>B-5</p> <p>The EIR is an informational document for disclosure of the potential environmental effects associated with the project and any feasible alternatives. The commentor is correct, in that the City Council will make the final decision on the project at a public hearing. The City Council has the discretion of approving the project as proposed, approving a project alternative, or voting to deny the project.</p> <p>However, as mentioned above in response to comment B-4, the Final EIR has been updated to reflect analysis of the refined project design (refer to Figure 3-2 and 3-3 of the Final EIR) developed as a result of public comments and public comment received at hearings and workshop on the proposed City Hall/Town Hall Project. Based on the refined details on the project design, the new designated public spaces with scenic views, and additional mitigation developed by the City and through public input, the impacts at buildout of the proposed project would be mitigated to less than significant. Refer to Section 4.2 of the Final EIR for the analysis clarifying the impacts for the refined project design and the complete list of mitigation measures proposed.</p> <p>B-6</p> <p>The commentor has provided a recommendation for the City Council, and does not specifically raise an issue related to the adequacy of the analysis contained within the EIR other than what was previously discussed in Comment B-2. This comment has been identified as a planning matter for communication by City staff to the decision making body for information and consideration.</p>
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Letter C

September 24, 2015

RE: CITY HALL DEVELOPMENT

10TH Street, the first Main Street of Del Mar (since 1885), has developed into a quiet residential street with an eclectic design of homes, with neighbors co-existing easily with each other and City Hall.

Having City Hall as a neighbor proves a challenge at times with the Saturday Farmers' Market and the occasional informal meeting carried out in the street away from the 11th Street buildings. For the most part, all is tranquil. There is not much noise overflow, over-lighting, except for the intermittent police car emergency lights.

With the projected building of a new City Hall, whatever plans are eventually initiated, we want to be sure the following items are avoided by any and all planners:

The years of Construction:

- Construction vehicle and equipment are keep off 10th Street
- Working hours are prescribed by city ordinance and adhered to
- Demolition and construction: Noise, dust, debris are contained
- Security lighting is non invasive

Post construction:

- All City Hall property buildings are accessed from within the space, not from 10th Street
- 10th Street is repaved (it has been years since the last maintenance) and converted to a non through street cut off west of the City Hall property
- 10th Street is landscaped
- Noise from all buildings is contained
- Property lighting is non invasive

We also request that 10th Street be respected and refinished as the historic street it is with original houses unique to Del Mar.

Julie Maxey-Allison and Brad Allison

C-1

C-2

C-2a

C-2b

C-2c

C-2d

C-3

C-4

C-1 This comment is a characterization of the community of the project area, specifically in the vicinity of 10th Street, and sets the stage for the comments that follow. It does not raise an issue related to the adequacy of the analysis contained within the EIR.

C-2 This comment provides an introduction to the commentor's recommendations for construction practices and requirements during construction. Each item is responded to individually in the subsection below. Although these recommendations do not address the adequacy of the EIR, this comment has been identified as a design and planning matter for communication by City staff to the decision making body for information and consideration.

C-2a Since the EIR does not identify any significant impacts related to construction vehicle and equipment, there is no required mitigation in the form of a prohibition of construction vehicle and equipment storage on 10th Street. A construction and staging area plan will be prepared prior to construction activities and will contain measures to minimize the use of Stratford Court, 10th and 11th Streets in the residential zone to the greatest extent practicable.

C-2b As detailed in Section 4.7.1.2c, the EIR analysis states that the construction activities would comply with the Noise Ordinance included within the City's Municipal Code, including the limitation of construction to be limited to Monday through Friday between 7:00 a.m. and 7:00 p.m.; Saturdays between 9:00 a.m. and 7:00 p.m.; and no construction on Sundays or City holidays.

C-2c The analysis contained within the EIR identifies potential impacts associated with demolition and construction activities that would generate noise (Section 4.7), fugitive dust (Section 4.5), and demolition materials (Section 6.10). The analysis contained within the EIR identifies potential impacts associated with demolition and construction activities that would generate noise (Section 4.7), fugitive dust (Section 4.5), and demolition materials (Section 6.10).

With respect to the noise, as discussed in Section 4.7 of the EIR, potential construction impacts at the western property line were identified. To mitigate these impacts, a temporary 10-foot tall noise attenuation barrier was required during all phases of construction along the entire western property line of the project site.

	<p>C-2c (cont.)</p> <p>Construction would result in the generation of fugitive dust from demolition and grading. However, as discussed in Section 4.5 of the EIR, construction operations would be subject to the San Diego Air Pollution Control District rules and regulations for containment and minimization of fugitive dust emissions.</p> <p>Demolition of the existing on-site building and surface materials would result in construction debris. The removal and disposal of the construction debris would be required to comply with state and City Municipal Code requirements for recycling of construction materials to the greatest extent feasible. Furthermore, if materials contain hazardous materials, such as lead based paint or asbestos, the City is required to comply with state regulation for materials containment and disposal; therefore, the City's compliance with all applicable regulations would reduce impacts to less than significant.</p> <p>C-2d As discussed in Section 4.2 of the EIR, the proposed project was analyzed for potential impacts related to light and glare. Significant impacts on the project site were identified and mitigation measure MM-AES-4 includes recommendations for lighting placement and orientation. Construction lighting would be similar to, or less than the on-site lighting associated with the existing City Hall facilities with respect to building and parking security. However, to further clarify this point, and to ensure no new sources of light occur associated with construction site security, the Final EIR was updated to include a requirement that security lighting erected during construction shall be placed below the height of the proposed noise attenuation barrier (MM-NOS-1) and oriented downward and away from adjacent residential properties during all phases of construction. For work in the upper portion of the site, the downward orientation and focused lighting away from the residential properties to the west shall be required.</p> <p>C-3 The commentor has provided recommendations for post-construction practices and requirements related to limitation of access on 10th Street; paving of 10th Street and converted to a dead end at the project site western property line; landscaping of 10th Street; containment of noise from all on-site buildings; and non-invasive lighting.</p>
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## C-3 (cont.)

With respect to 10th Street access and improvements, the project as proposed would have access limited to ingress (entry) into the parking garage from 10th Street only. No additional ingress or egress is proposed on 10th Street. The EIR does not identify any significant impacts related to 10th Street and therefore no mitigation in the form of precluding access from 10th Street, repaving and landscaping are required. This comment has been identified as a design and planning matter for communication by City staff to the decision making body for information and consideration.

With respect to noise, as noted in the Errata, and as described and illustrated within Chapter 3.0, Project Description, the proposed project has been refined in response to public comments and through input at hearings and workshops on the proposed City Hall/Town Hall Project. As a result, further analysis of the refined conceptual site plan, as well as two design options – the first, to install a driveway connecting the surface lot with the parking garage, which would allow for the consideration of a gated access at the north end of the surface parking lot to limit direct access off 11th Street to oversize and emergency vehicles or for special events, and the parking garage exhaust fan would be located immediately adjacent to the internal driveway connecting, on the western wall of the parking garage. The second, would be the installation of a driveway connecting the surface lot with the parking garage, which would allow for the consideration of a gated access at the north end of the surface parking lot to limit direct access off 11th Street to oversize and emergency vehicles or for special events, and the relocation of the garage exhaust fan to a shaft located at the southeastern side of City Hall.

No additional impacts associated with noise would occur with the refined conceptual site plan or either of the two design options. All impacts would be similar to the original conceptual site plan, for exceedance of nighttime noise level standards at the nearest adjacent residential property lines. The impacts would be mitigation to below a level of significance with the installation of the noise attenuation barriers as described in MM-NOS-3, and illustrated in

	<p>C-3 (cont.)</p> <p>shown in Figures 4.7-14a (added) and 4.7-14b (added), Figures 4.7-15a (added) and 4.7-15b (added), or 4.7-16a (added) and 4.7-16b (added), reflective of the design option selected. See Section 4.7, Noise, of the Final EIR for detailed analysis and mitigation measures related to noise impacts.</p> <p>With respect to lighting, as discussed in Section 4.2 of the EIR, the proposed project was analyzed for potential impacts related to light and glare. Significant impacts at the project site were identified and mitigation measures include recommendations for lighting sensors, screening of the western side of the parking garage, and placement of both exterior and interior lighting, all of which would mitigate lighting impacts to adjacent residential properties. See Section 4.2, Aesthetics, of the Final EIR for detailed analysis and mitigation measures related to light and glare impacts.</p> <p>C-4 The commentor provides a request with regard to 10th Street and does not specifically raise an issue related to the adequacy of the analysis contained within the EIR.</p>
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Letter D

**Subject:** DMCH RE: 234, 10th Street

**From:** Staysels [mailto:staysels@aol.com]

**Sent:** Thursday, September 24, 2015 11:14 AM

**To:** Kathleen A. Garcia

**Subject:** 234, 10th Street

Morning,

I wanted to find out if you have a plan from the architect as to where you plan to put the brick wall dividing the city and my property? We are doing a large driveway project/pool and Stacey & I want to ensure you will not need access to my property once our new stone driveway etc gets constructed.

} D-1

Would it be possible to get this wall in place ahead of the contractor starting demolition in January as it will provide noise mitigation, dust screen and security to Rick and my family?

} D-2

Chat soon,  
Paul

D-1 The commentor is inquiring about the location of the proposed construction and operational noise attenuation barrier required along the western project site property line. The construction noise attenuation barrier would be located around the perimeter of the project site, and with respect to the western boundary, at the top of the slope, approximately 10 feet to the east from the western property line to ensure construction noise levels are reduced to City standards at the property line. Following construction, the permanent noise attenuation barrier would be 8 feet tall, located at the top of the slope, approximately 10 feet from the western property line, adjacent to the lower surface parking lot. Upon completion of the final grading plans, a focused noise evaluation will be conducted to determine the precise location of the wall to ensure mitigation of noise impacts.

The design of the both the construction and permanent noise attenuation barriers are under a concurrent design process, and will be considered by the Design Review Board and the City Council. The commentor may contact City staff to view the most current design plans for the noise attenuation barriers.

D-2 The commentor has requested that the wall be constructed prior to the start of demolition to mitigate noise and dust, and provide security for the residences to the west. As detailed in MM-NOS-1, the 10-foot tall noise attenuation barrier is required as a mitigation measure to be erected prior to the start of demolition and construction. A permanent 10 foot noise attenuation barrier along the western edge of the surface parking lot will be in place prior to certificate of occupancy, as described in MM-NOS-3, and illustrated in shown in Figures 4.7-14a (added) and 4.7-14b (added), Figures 4.7-15a (added) and 4.7-15b (added), or 4.7-16a (added) and 4.7-16b (added), reflective of the design option selected. See Section 4.7, Noise, of the Final EIR for detailed analysis and mitigation measures related to noise impacts.

Letter E

From: [suren.dutia](mailto:suren.dutia)  
 To: [CityHallCFOA@delmar.ca.us](mailto:CityHallCFOA@delmar.ca.us)  
 Cc: [Kathleen A. Garcia](mailto:Kathleen.A.Garcia); [Joseph Smith](mailto:Joseph.Smith); [Shaun McMahon](mailto:Shaun.McMahon); [mjlobes@millerhull.com](mailto:mjlobes@millerhull.com); [Jas Grewal](mailto:Jas.Grewal)  
 Subject: Comments on the Draft EIR - Adverse Impact of Traffic on the 11th Street  
 Date: Tuesday, September 29, 2015 5:54:26 PM

Dear Sir/Madam:

In response to the Draft EIR for the Del Mar City Hall/Town Hall Project, I am writing this to formally express my **serious** concerns about the section on Traffic and strongly disagree with the author's presumptuous conclusion that it "would not have significant impacts." My position is that unless actions are taken to mitigate likely problems resulting from traffic movement on 11th street, it will have significant adverse impact on those residents who reside in the vicinity of the proposed City Hall/Town Hall Project and on the 11th street. Unfortunately, no time was spent last night by the presenters in explaining how "ingress" and "egress" would work. Further, as of today, I have not seen any comparative information about the placement of "entrances" and "exits" on Camino Del Mar, 10<sup>th</sup> and 11<sup>th</sup> streets and there appears to be a bias or predisposition for routing great deal of traffic to the 11<sup>th</sup> street versus studying this issue carefully and examining options that would minimize adverse impact and distribute traffic more equitably. In fact, the section on traffic is amateurish with very little conclusive data. While I am a strong support of the proposed City Hall, I am bothered by the fact that last night little, if any, time was devoted to explaining how traffic movement on the 11<sup>th</sup> street will impact the current residents. I spoke with two persons who sat through discussion on EIR and they also told me that there was hardly any mention of traffic movement and how it would impact the neighborhood. It is my belief that this topic of traffic and its impact is glossed over in the Draft EIR and could be a very serious source of conflict and schism with the immediate neighbors involving the proposed Del Mar City Hall/Town Hall Project.

E-1

E-2

E-3

Let me share some of my comments and concerns. While I have had some discussion with Kathee and Joseph as well the architect Mike Jobses about the challenges of providing effective ingress and egress to the parking facilities, I was advised to wait and look at the EIR section dealing with traffic. Now that I have seen the Draft EIR analysis, I am alarmed. Last night, our Mayor summarized his comments and mentioned that impact of traffic needs be looked at. We remain **greatly** concerned about the **ingress** and **egress** involving the parking structure as well as the surface parking. A lot more thought and study is needed before finalizing mechanisms for egress and ingress to the parking facilities that are currently proposed or considered.

E-4

I feel that the cost of making 10th Street more functional and reducing heavy reliance and adverse impact on 11th Street should be considered. I especially would like to bring to your attention one more relevant fact that has not been mentioned in a meaningful way in any discussion (as far as I know) and certainly not in the Draft EIR analysis. It involves the use of 11th Street corridor for entering the commercial alley across the City Hall. Although I had suggested that as the parking study is being conducted, the person involved in this aspect of the EIR take into consideration the access route to the commercial alley across the City Hall. Please note that there are five commercial buildings in the commercial alley with 36 surface parking slots and 15 spaces underground with a total of 51 parking spaces. What is even more important is that bulk of the traffic into the commercial alley uses 11th Street to enter and occupy these parking spaces during the week.

E-5

E-6

E-1

This comment provides an introduction to the commentor's concerns regarding impacts associated with ingress and egress on 11th Street which affects residents on 11th Street. The proposed ingress and egress were developed for the proposed project based on the existing street network around City Hall, site parking design, the surrounding topography, and flow of circulation within the parking garage. The proposed access is also directly related to the existing four-way stop-controlled intersection at 11th Street and Camino del Mar; whereas the median along Camino del Mar and 10th Street requires a northbound driver to proceed north to make a left-turn and access the site. The placement of egress onto 11th Street is based on access to Camino Del Mar at 11th Street being safer, as four-way control intersection provide an environment for controlled turn movements than the access at Camino Del Mar and 10<sup>th</sup> Street which requires drivers to yield until the flow of traffic breaks.

The distance between the surface lot driveway and the parking garage driveway is a function of site design. Due to the proximity and visibility of the parking structure access on 11th Street to Camino del Mar, it is anticipated that this entrance would attract a higher portion of trips compared to the surface parking lot entrance. The surface parking lot entrance is forecast to attract a greater number of trips traveling to the site from the west primarily due to its proximity to Stratford Court and the lack of access restrictions at this driveway. The access into the parking structure would restrict left turns from the structure to reduce potential trips into the neighborhood. The surface parking lot has no turn restrictions and is therefore more accessible for residents west of Camino del Mar.

With respect to access along 10th Street, the proposed ingress was developed to address the current left-turn restriction at Camino del Mar and 11th Street between 3:00 p.m. and 6:00 p.m., in place to detour cut through traffic on Stratford Court during the PM peak hours. An egress was considered on 10th Street, however, the steep topography at 10th is a less desirable exit, as cars, even in the current condition, must judge the traffic flow and speed to exit off 10th Street onto Camino del Mar. Furthermore, as stated above, a four-way controlled intersection provides a safer environment for drivers over a yielded turn scenario. Please refer to response to comment E-1.

	<p>E-1 (cont.)</p> <p>It should be noted that as noted in the Errata, and as described within Chapter 3.0, Project Description, in addition to the refinement of the conceptual site plan, design options have been considered, including the installation of a driveway connecting the surface lot with the parking garage, which would allow for the consideration of a gated access at the north end of the surface parking lot to limit direct access off 11th Street to oversize and emergency vehicles or for special events. No additional impacts associated with traffic would occur with this design options, as the trips associated with the surface parking lot already exist along 11th Street. The internal access would simply shift those trips east to the parking garage driveway. See Section 4.4, Transportation and Traffic, of the Final EIR for detailed analysis of this design option.</p> <p>E-2</p> <p>The proposed project was designed with ingress and egress at these locations based on considerations of existing traffic circulation and site constraints. Current ingress and egress to the site is at two driveways on 10th Street (entrance and exit) and a single driveway on 11th Street (entrance and exit). The proposed project would have two ingress and egress points on 11th Street (entrance and exit) and a single ingress only into the parking garage on 10th Street. As stated above in response to E-1, the project access proposed was limited by existing topography and site development design, as well as existing circulation limitations along Camino del Mar.</p> <p>With respect to an alternative access on Camino del Mar, establishing a driveway directly off of Camino del Mar for either ingress or egress would have been infeasible due to the elevation of the roadway and the interior elevations for the parking garage. A driveway access would interfere with the usable space for the siting of the buildings and the development of an open civic plaza adjacent to Camino del Mar.</p> <p>Furthermore, it is the general policy and preference of the City to avoid additional cur cuts on Camino del Mar due to traffic safety concerns associated with traffic flow, and pedestrian access and bicycle circulation, along this primary roadway. Complete Street legislation (SB375) aims to balance all modes of travel along corridors and focuses on improving safety, access and mobility for all</p>
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	<p>E-2 (cont.)</p> <p>modes. Providing a new driveway midway between 10th Street and 11th Street on Camino del Mar would introduce a new conflict point for pedestrians and bicycles along a key pedestrian and bicycle corridor in the City, which is directly in conflict with Complete Streets objectives. Access driveways on the lower volume, lower speed 10th and 11th Streets provide for slower speed turns into and out of the driveways, fewer conflicts due to lower traffic volumes, and lower pedestrian and bicycle activity when compared to the volume and level of activity along Camino del Mar. In response, the City limits ingress and egress for new development to the side streets (east-west) providing access to Camino del Mar at existing intersections.</p> <p>As stated above, ingress and egress along 10th Street is also limited by the steep topography. Due to the existing roadway grades, access is limited to a one-way ingress to allow for internal circulation at required elevations and grades within the parking garage. Furthermore, due to turn restrictions at the Camino de Mar and 11th Street intersection during the PM Peak hours (3:00 p.m. to 6:00pm), the ingress driveway access on 10th Street is necessary.</p> <p>As stated above, providing a break in the median along Camino del Mar to provide access into and out of City Hall would result in an increase in delay at the Camino del Mar and 10th Street intersection as well as an increase in overall travel time and delay for through vehicles along Camino del Mar. This increase in intersection and corridor delay is anticipated to result in a negative impact for the project in the future.</p> <p>E-3 A comprehensive Traffic Impact Analysis was prepared for by a qualified traffic engineer, STC Traffic, Inc., for the City Hall/Town Hall project. This report is included in the EIR as Appendix D and is the basis for the Transportation and Traffic section of the EIR. This section of the EIR also identifies the thresholds for determining significance in accordance with the California Environmental Quality Act (CEQA).</p>
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## E-3 (cont.)

As stated in the EIR, the traffic engineer conducted an analysis of the surrounding circulation network, including the proposed ingress and egress onto 10th and 11th streets. To further refine the analysis, the traffic engineer conducted on-site intercept surveys that included observations of the parking and access, such as documenting timing of use during both a single weekday and a City Council meeting, parking user destinations which included interviews, through vehicular traffic, and existing circling traffic. These activities were integrated into the traffic distribution model to provide for a better understanding of the existing traffic and circulation and how it would apply to the proposed project.

A supplemental analysis of the adjacent private parking access easement (north side of 11th Street, parallel with Camino del Mar) was conducted as part of this response to comments. Volumes entering and exiting the parking access easement ranged from 10 vph in the AM peak to 9 vph in the PM peak. The field observations revealed that 90% of the trips made into and out of the parking access easement originated or were destined for a parking space. Approximately 10% of the trips in the parking access easement, all observed during the PM peak, passed through the parking access easement from 11th Street to 12th Street.

The existing traffic patterns along 10th and 11th streets demonstrate that there are approximately 700 vehicles per day on 11th Street and 200 vehicles per day on 10th Street adjacent to the City Hall property. The difference in volume is primarily due to restricted access and limitation of a right-turn in and out only from 10th Street due to the raised median on Camino Del Mar, and for 11th Street, the presence of the all-way STOP at Camino del Mar. Peak hour volumes on 11th Street are as follows:

- Existing AM: 67 vehicles per hour (1 veh / 55 seconds)
- Existing PM: 85 vehicles per hour (1 veh / 43 seconds)
- Existing Plus Project AM: 179 vehicles per hour (1 veh / 20 seconds)
- Existing Plus Project PM: 138 vehicles per hour (1 veh / 26 seconds)

	<p>E-3 (cont.)</p> <p>The gap in traffic between successive vehicles is sufficient for vehicles entering and exiting the garage to do so without queues forming on 11th Street regardless if the vehicles are turning left into the alley or into City Hall. The presence of turning vehicles and the shortening of gaps between successive vehicles will also help to manage traffic speeds along 11th Street between Camino del Mar and the City Hall parking lot driveways. Decelerating vehicles turning either into the parking access easement or into the parking garage will help control through traffic speeds. This behavior was observed during the December 1, 2015 field assessment. The friction between turning vehicles and decelerating through vehicles will help maintain the desired 25 mph speed along 11th Street that is appropriate for a residential street. This additional analysis is included in the Supplemental Traffic Assessment included as Appendix D-2 of the EIR.</p> <p>While it is acknowledged that some traffic patterns could change with the project, impacts to project area roadways, including 11th Street would not be so severe as to exceed the threshold of significance. Thus, the EIR concludes that there would be no significant impacts resulting from access to the project.</p> <p>E-4 The proposed project ingress and egress have been analyzed and the results are detailed in the Traffic Impact Analysis (See Appendixes D-1 and D-2 to the EIR) and summarized in Section 4.4 of the EIR. See response to comments E-1, E-2 and E-3 above.</p> <p>E-5 This comment contains a suggestion that the City should alter 10th Street to make it functional as an access equal to 11th Street. This comment has been identified for communication by City staff to the decision making body for information and consideration. Refer to response to comments E- 1 and E-2.</p>
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	<p>E-6 This comment addresses concerns regarding use of 11th Street for entering the commercial parking access easement across (to the north) from City Hall. The commercial parking access easement across from the project site is located on private property, and thereby is a private driveway. As stated above in response to comment E-3, intercept surveys that included observations of the existing traffic circulation and parking in the project vicinity were conducted as part of the refinement of the analysis included in the Supplemental Traffic Assessment included (see Appendix D-2 of the EIR).</p> <p>The supplemental assessment of the parking access easement was conducted on December 1, 2015 to further document existing traffic patterns along 11th Street and the parking access easement. Traffic into and out of the parking access easement is low and would have little to no impact on the operations to the access into or out of the parking garage. Results of the June field observations and December field observations were compared and found there was relative little to no change in traffic volumes on 11th Street between the two observation periods. Traffic from the parking access easement and the trips associated with this driveway onto 11th Street were included in traffic counts and observational refinements. The proposed project ingress and egress would not alter, remove, or restrict the existing access for the easement and would not result in an increase in delay that exceeds the threshold of significance along this corridor. The increase in traffic as a result of the City Hall parking garage would not result in a condition where queues will form on 11th Street that would affect access to, or from, the parking access easement.</p>
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LETTER

RESPONSE

In addition to the above, my concerns are based on the following:

- 1. This (11th Street) is a heavily traveled street (known as the surf alley) and proposed approach will undoubtedly add to additional traffic and congestion } E-7
- 2. We are requesting a careful review and better method than what appeared to be a provision for two ingress and egress on the 11<sup>th</sup> street in a very short distance. What are the options and/or alternatives? } E-8
- 3. Based on having lived on this street almost 25 years, we are greatly concerned about the safety issues. It would be prudent that we thoroughly review this issue that could present serious challenges once we have traffic fatalities due to this design and resulting from it, likely litigation. } E-9
- 4. I personally think that 10th street needs to be better utilized for access and exit from the parking structure } E-10

I would welcome further dialog on options being considered for **ingress** and **egress** and how the adverse impact of traffic on the 11th street will be mitigated. Thank you for your consideration. } E-11  
 Suren

*Suren G. Dutia*  
 238 11<sup>th</sup> Street  
 Del Mar, CA 92014  
 858/792-9439 (O)

E-7 The trips associated with use of 11th Street as “surf alley” are included in the traffic counts used in the Traffic Impact Analysis prepared for the proposed project (See Appendix D-1 of the EIR). The proposed project was analyzed and included the redistribution of the existing City Hall trips to reflect the change in access, as well as the capture of pass-by trips associated with the parking garage. Results of the operational analysis at the project driveways indicate the vehicles entering and exiting the parking structure and surface lots for City Hall would operate at acceptable levels of service (LOS A), which indicates little to no delay to vehicles turning into and out of the driveways. Further, as detailed in Section 4.4, while impacts are not significant and mitigation is not required, in order to minimize the effect on the community during special events, special traffic control measures shall be taken to direct traffic away from the residential neighborhood surround the project site.

E-8 See response to comments E-1 and E-2.

E-9 The EIR addresses the potential impacts related to hazards including the proposed project ingress and egress along 10th and 11th streets. As discussed in response to comment E-4, the additional traffic will not create a condition where vehicles 11th Street queue to enter the parking garage. In fact, gaps of 20 seconds or more will be provided during the peak hour to allow vehicles to enter and exit the parking garage with little to no delay, as demonstrated in the Traffic Impact Analysis report for this project.

As documented in the EIR, the proposed project does not include any features that would substantially increase hazards, including off-site improvements or changes to alignments of project vicinity roadways. Furthermore, as stated in Section 4.4, Transportation and Traffic, the proposed project would comply with Municipal Code 30.86, which requires that structures be setback 20 feet from the intersection of both roadways with Camino del Mar. As a result of this requirement, the parking along City Hall frontage will be removed with exception of 2 to 3 loading/unloading spaces near Camino del Mar. The removal of the existing parking along the frontage by extending the curb to the edge of the existing parking lane will improve sight distance, reduce conflicting movements along 11th Street and will reduce the potential for vehicles to U-turn in the middle of 11th Street to access on-street parking spaces.

LETTER

RESPONSE

	<p>E-10 Comment noted. This comment has been identified as a design and planning matter for communication by City staff to the decision making body for information and consideration.</p> <p>E-11 Comment noted. This comment has been identified as a design and planning matter for communication by City staff to the decision making body for information and consideration.</p>
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Letter F

Joseph Smith

From: Kc Vafiadis <kcvaf@yahoo.com>  
Sent: Friday, October 02, 2015 11:06 AM  
To: CityHallCEQA  
Subject: Fw: EIR

To Whom It May Concern:

Throughout 2014, prior to the Community vote, my daughter Kit and I talked with well over a hundred residents from all segments of the Community for their input on what they wanted for their Civic Center.

The 2 to 1 choice was for a vibrant interactive Civic Center as a gathering place for all residents, designed around a public plaza for multiple social and cultural uses, plus space for future options. By far the most requested future option was for a restaurant to activate the plaza and historic Alvarado House.

My only goal is for our Civic Center to achieve the objective of what the Community voted for, as a gathering place for all the community. It was not for just a City Hall used by a few. A big reason for the 2 to 1 vote was for the options that could add life and services to the Civic Center.

At this point my concern is not what those options will be, that will be determined by the Community in the future. My concern is that the way I read the EIR, it states future options are unacceptable and unmitigable. This would prevent achieving the stated goals of our Community and result in a serious backlash for the Civic Center and to justify its cost.

The EIR states "future uses are unmitigable". If approved, the City would only be allowed to utilize less than 20% of the total site (a 18.3% FAR) which would restrict the City from achieving the stated goals of the Community. What is the possible justification for the EIR's position that would be so detrimental to the City and the Community goals for their Civic Center?

Jim Watkins  
858-755-3991

Kit Leeger  
858-755-3991

F-1 Comment noted. This comment does not specifically raise an issue related to the adequacy of the analysis contained within the EIR but has been identified as a design and planning matter for communication by City staff to the decision making body for information and consideration.

F-2 In accordance with the California Environmental Quality Act (CEQA), the EIR is informational to provide disclosure of the potential environmental effects associated with a project and any feasible alternatives. While the Draft EIR concluded that impacts to scenic views at buildout would be significant and unmitigable, refined details on the project design, including building architecture, rooflines, and materials, as well as new designated public spaces with scenic views of both the Pacific Ocean and the vegetative hillside to the east, were considered for the analysis of the refined conceptual site plan. The Final EIR has been updated to reflect analysis of the refined project design (refer to Figure 3-2 and 3-3 of the Final EIR) developed as a result of public comments and public comment received at hearings and workshop on the proposed City Hall/Town Hall Project. Additional mitigation was also identified as a result of refined project design and public input, and is included as the new MM-AES-3 (MM-AES-4 addresses project impacts associated with light and glare). Based on the refined details on the project design, the new designated public spaces with scenic views, and additional mitigation developed by the City and through public input, the impacts at buildout of the proposed project would be mitigated to less than significant. Refer to Section 4.2 of the Final EIR for the analysis clarifying the impacts for the refined project design and the complete list of mitigation measures proposed.

F-3 As mentioned above in response to comment F-2, the Final EIR has been updated to reflect analysis of the refined project design (refer to Figure 3-2 and 3-3 of the Final EIR) developed as a result of public comments and public comment received at hearings and workshop on the proposed City Hall/Town Hall Project. Based on the refined details on the project design, the new designated public spaces with scenic views, and additional mitigation developed by the City and through public input, the impacts at buildout of the

	<p>F-3 (cont.)</p> <p>proposed project would be mitigated to less than significant. Refer to Section 4.2 of the Final EIR for the analysis clarifying the impacts for the refined project design and the complete list of mitigation measures proposed.</p> <p>As stated in Chapter 1.0, Introduction, and Chapter 3.0, Project Description, any future development of the expansion areas would need to be reviewed for compliance with the existing land use and zoning, design review, and the analysis contained within this EIR. Any proposal which is not consistent with existing land use and zoning would require further analysis under CEQA and consideration of land use or zoning amendments as applicable.</p>
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LETTER

RESPONSE

Letter G

**From:** Jerry Rost <jerry@jrresources.com>  
**Sent:** Sunday, October 04, 2015 12:04 PM  
**To:** cityhallceqa@delmar.ca.us  
**Cc:** citymanager@delmar.ca.us; acorti@delmar.ca.us  
**Subject:** Del Mar city hall plans and solar & Post Office suggestion

I read the recent article about our city hall plans and the one thing that was clearly absent was any mention of sustainable energy or solar plans.

I have a few important points about solar:

1). If the new city hall and all community facilities there were completely solar powered or off set with solar then:

A) In time of emergency needs or longer term power outages all in Del Mar would have a safe, warm and viable place to gather and possibly stay. If a reasonable level of emergency food and water was also there it would serve all well.

B) The city could neutralize or offset much of it's electricity costs in the short run, and it could actually be a revenue source in the long run.

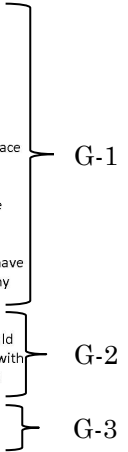
Another possible benefit would be if is it possible to have that solar system be part of a co-op that those of us who have too much shade to have their own solar could join? That would help offset the initial cost to the city as I believe many "shaded" home owners would pay to be part of and share in such a co-op

Lastly, has there been any conversation about having the Post Office be part of the new City Hall - Center plan? Would that be possible and a way to free up the valuable Post Office site to build a multilevel underground parking facility with public or nice retail space on top like a mini plaza? Such a site could be very appealing to a corporate partner to help finance and build like a Trader Joes or ?????

How do I join in to this important conversation?

Jerry Rost  
 858-735-9450 mobile

Sent from my iPad



G-1 This comment does not specifically raise an issue related to the adequacy of the analysis contained within the EIR. This comment has been identified as a design and planning matter for communication by City staff to the decision making body for information and consideration.

G-2 The commentor has provided suggestions for the incorporation of the Post Office into the proposed project and ideas for reuse of the existing Post Office property. The relocation of the Post Office to the project site is a planning matter for the decision makers, and does not specifically relate to the adequacy of the analysis contained within the EIR. This comment has been identified as a design and planning matter for communication by City staff to the decision making body for information and consideration.

G-3 The commentor's request to be informed on the project design and decision making process has been noted. All interested parties can find materials on the City's website: [www.delmar.ca.us/cityhall](http://www.delmar.ca.us/cityhall) and can also sign up for notifications on the City's website in the "notify me" section.

Letter H

From: PT <lurvmy pops@gmail.com>  
Sent: Monday, October 05, 2015 9:23 AM  
To: CityHallCEQA@delmar.ca.us; blake tastad  
Subject: concerns

Hello,

My name is Patricia Tastad and I am a homeowner located at 131 Shippey Lane, Del Mar.

Per your proposal regarding the new city hall: I have major concerns related to the temporary relocation of the City Hall to Shores Park.

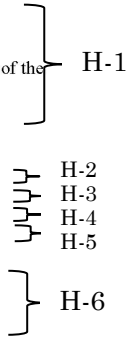
As you may know, this is already a well utilized and busy area. My concerns:

- an increase in traffic on Stratford Court
- an increase in noise level
- parking of school buses and City Hall employee/visitor parking
- lighting on the buildings

Please take into consideration the impact that this proposal has on the neighborhood community.

Many thanks for your time, and I look forward to working together to resolve these issues.

Warmly,  
Patricia Tastad



H-1 This comment provides an introduction to the commentor’s concerns for the temporary relocation of City Hall to the Shores Park, and includes a statement that the area is currently well utilized and busy. This comment does not specifically raise an issue related to the adequacy of the analysis contained within the EIR.

H-2 As analyzed in the Traffic Impact Analysis included as Appendix D-1 of the EIR, the temporary relocation of City Hall to the Shores Property would not add new traffic to the streets in Del Mar, but will result in a redistribution of existing trips primarily at the project ingress/egress location along Stratford Court. Existing traffic volumes on Stratford Court are currently at 786 Average Daily Trips (ADT); and the existing City Hall generates 384 ADT.

As shown in Figure 8-1 of the Traffic Impact Analysis, 14 trips would be added to Stratford Court during the AM peak hour heading south from 9th Street onto Stratford Court. In addition, 22 trips would be redistributed to Stratford Court in the AM peak hour heading north from 4th Street. In the PM peak hour, when traffic volume to and from City Hall is much lower than the AM; approximately 8 trips would be redistributed from 9th Street; and 7 trips from 4th Street to Stratford Court. The remaining trips associated with the existing City Hall site currently travel along Stratford Court and would not change their travel patterns to access the site.

At the Shores Park site, the daily traffic volume into and out of the driveway for the site is anticipated to be approximately 192 trips inbound and 192 trips outbound based on the trip generation study conducted for the existing City Hall site. It should be noted that approximately 10% of the trips associated with the existing City Hall site include visitors who park in the public parking lot and walk to adjacent businesses, residences and the beach. These visitor trips would be redistributed to the parking on the roadways in the general vicinity and would not be redistributed to the temporary relocation site.

	<p>H-3 As detailed in Section 4.7 of the EIR, the noise associated with the temporary relocation of City Hall to the Shores Park would result in short-term construction noise impacts to the residences directly to the south associated with the construction of the improved southwestern driveway, requiring a temporary noise attenuation barrier along the southern property line.</p> <p>The increase in traffic on Stratford Court would not result in a perceivable change in noise associated with the traffic as it would be less than a 2 dB(A) increase, which is the threshold for a significant impact related to noise. On-site, daytime operations and noise within the parking lot would not exceed the City's daytime noise level limit of 55 dB(A) at any of the nearby residences. However, noise associated with the parking area from any potential late-night meetings (after 10:00 p.m.) would exceed the City's nighttime noise standard of 45 dB(A). As a result, a noise attenuation barrier would be required along a length of 160 feet along the southern boundary, and along the western perimeter of the parking area if the area is used for meetings past 10:00 p.m.. As noted in MM-NOS-4, if nighttime activities do not occur at this site (e.g., hearings or workshops that would run past 9:30 p.m. allowing for departure of all attendees and staff before 10:00 p.m.), this significant impact would be avoided and the noise attenuation barrier would not be required.</p> <p>H-4 The proposed temporary relocation of the City Hall to the Shores Park would not affect the existing school bus circulation or parking, which currently occurs along Stratford Court, through the northwestern parking area, and onto 9th Street. Access and parking for the relocated City operations would be at the southwestern corner of the Shores Park site, and within the lower parking area.</p>
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	<p>H-5 As discussed in Section 4.2 of the EIR, while there would be minimal windows within the proposed structures and the site is surrounded by vegetative screening, the lighting associated with the temporary relocation of City Hall to the Shores Park, including car headlights within the parking lot for evening meetings would be a significant light and glare impact. The temporary relocation would be required to comply with the Design Review Ordinance and applicable lighting regulations for glazing and exterior lighting. The EIR includes mitigations measures for lighting placement. The construction of the noise wall along the western perimeter of the parking area would further mitigate potential light impacts. Based on further refinements to the proposed project, as an alternative to the construction of the noise attenuation barrier, the City may also restripe the parking area to orient the headlights from parked cars away from the western boundary.</p> <p>H-6 This comment does not specifically raise an issue related to the adequacy of the analysis contained within the EIR. This comment has been identified as a design and planning matter for communication by City staff to the decision making body for information and consideration.</p>
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Letter I

From: charles wheeler <cewdelmar@yahoo.com>  
Sent: Sunday, October 11, 2015 2:10 PM  
To: CityHallCEQA@delmar.ca.us; cityhallarchitects@delmar.ca.us  
Subject: Comments for EIR and CPP meeting on October 21, 2015

The following comments apply to the EIR and are to be on the record for the Citizens' Participation Committee (CPP) Meeting on October 21, 2015:

1. Future expansion of areas B and C would place undesirable bulk and mass on the 10th St. side of the project. This is not aesthetically appropriate and brings up issues such as additional light, glare, and noise. Area C is of particular concern because of its proximity to residences. Only a very small structure, such as the Alvarado House, would fit in that space. Its presence on 10th would be of great aesthetic and historical value. That is the only building that makes sense in that location. We urge the Council to commit and move forward with that plan.

I-1

2. We fully support the traffic and parking plans as currently outlined in the EIR. Inbound access only into the parking structure for cars on 10th provides traffic relief for residents. Outbound cars on 11th allows traffic to more efficiently flow away from city buildings by using the existing 4 way stop at 11th and Camino del Mar. The surface parking lot must remain entrance/exit only from 11th. We strongly object to the Farmers Market representatives' request for a driveway on 10th. This opens 10th to truck and car traffic as well as congestion. The Farmers Market should not determine traffic flow for this entire project.

I-2

In addition, as was mentioned to the architects on Sept. 28, 2015, it is critical that a wall with landscaping be extended along 10th St. to shield residents from the noise, headlights, traffic, and other activities on the surface parking lot. This wall should be positioned at a 60 ft. setback from the curb. After demolition of the TV studio there will be no separation from the parking lot without such a wall. Residents on 10th should have the same shield that residents on the west side of the project are provided in the EIR. Residents currently do not look at and experience the parking lot and shouldn't have to in the future.

I-3

Thank you for the opportunity to comment on this project.

Charley and Marilyn Wheeler  
233 10th St.

Sent from my iPad

I-1 This comment expresses the commentor's concern that the future development of Expansion Area B and C would be undesirable with respect to bulk and mass along 10th Street. The future development of these areas was considered within the EIR for potential impacts associated with light and glare. The mitigation measures proposed as MM-AES-4 would be applied to the design and development of these areas at such a time the City moves forward with either of these expansion areas. With respect to noise, the development of Expansion Area B and C were included in the analysis, though were determined to not be generators of any new significant noise source. This comment has also been identified as a design and planning matter for communication by City staff to the decision making body for information and consideration.

As a result of the comments received and public input at hearings, design options to reduce the size of the Town Hall Terrace to a gated 300 square feet of usable space for City employees and an access walkway, with either screening or the removal of the remaining area structurally replaced with a recessed garage access are being considered. These proposed design options would reduce the light and glare, as well as noise that could occur in this area. Additional analysis of the design options are incorporated in the Final EIR, including modeling of noise as detailed in Section 4.7, Noise, of the EIR.

I-2 This comment documents the commentor's support for the vehicular access as designed in the conceptual plan included in the EIR. This comment does not specifically raise an issue related to the adequacy of the analysis contained within the EIR. This comment has been identified as a design and planning matter for communication by City staff to the decision making body for information and consideration.

LETTER

RESPONSE

	<p>I-3      The EIR analyzes the potential impacts, specifically with respect to noise, and light and glare. The refined conceptual site plan was reviewed for potential impacts, and significant impacts associated with noise along the north, western, and southern edge of the surface parking lot would occur, requiring a noise attenuation barrier along the north on either side of the surface lot driveway, along the western and along the southern edge of the surface parking lot (a break in the wall for a 5-foot walking along the parking structure is permitted). With respect to vegetative screening, this would not attenuation noise and therefore would not be a mitigation measure under CEQA. This comment has been identified as a design and planning matter for communication by City staff to the decision making body for information and consideration.</p>
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Letter J

Dr. David and Lyn Zanders  
715 Stratford Court  
Del Mar, CA 92014

October 13, 2015

Attn: City of Del Mar Planning Department

Thank you for alerting us to the fact that the City of Del Mar is considering moving the City Operations buildings to the Shores Park parking area. We live immediately adjacent to Shores Park and are adamantly opposed to this proposal.

J-1

As you may be aware, there is already significant traffic on Stratford Court in the morning and afternoon due to Winston School buses and parent car traffic. Adding more activity will make this a traffic nightmare.

J-2

We enjoy Old Del Mar for its peace, tranquility and lack of traffic. It is simply unfair to place this type of commercial activity in our quiet neighborhood. Please consider alternative sites even if it means spreading out City offices to separate locations.

J-3

We personally contributed and supported the purchase of the Shores Park property. We are appalled that the City Council would "use" this opportunity and delay the Shores Park development. The idea of any use, other than a park, was never mentioned when funds were being solicited.

J-4

Thank you for your consideration.

Dr. David and Lyn Zanders

J-1 The commentor has noted their opposition to the temporary relocation of City Hall to the Shores Park. This comment does not specifically raise an issue related to the adequacy of the analysis contained within the EIR. This comment has been identified as a design and planning matter for communication by City staff to the decision making body for information and consideration.

J-2 As identified in the EIR and Traffic Impact Analysis (Appendix D), the temporary relocation of City Hall to the Shores Park would create a redistribution of traffic that accesses the existing City Hall at Camino del Mar and 10th and 11th streets. Existing traffic volumes on Stratford Court are at 786 ADT and the existing City Hall generates 384 ADT. The temporary relocation of City Hall would add approximately 43 trips in the AM peak hour and 28 trips in the PM peak hour to the Shores Park site.

A detailed trip generation and parking study was conducted for the existing City Hall site, which demonstrated that most trips to and from the site arrive between 7:30 and 8:00 a.m., remain on-site until between 4:00 and 5:00 p.m., and are associated with employee trips to and from the existing City Hall facility. Unlike the school, which has a high turnover rate during concentrated peak pick up and drop off periods, the City Hall site does not have a high turnover rate throughout the day as demonstrated in the trip generation and parking study. The Traffic Impact Analysis evaluates the impact of the redistributed City Hall trips to the Shores Property and determined there to be no significant impacts based on the California Environmental Quality Act (CEQA) thresholds for determining significance.

J-3 The commentor requests that the City consider alternative sites, including the relocation of City operations and meetings to various locations within the City. As noted in Section 7.5 of the EIR, relocation alternatives are addressed to allow for consideration of temporary relocation options, including placement of City operations at various locations.

This comment has also been identified as a design and planning matter for communication by City staff to the decision making body for information and consideration.

LETTER

RESPONSE

	<p>J-4 This comment does not specifically raise an issue related to the adequacy of the analysis contained within the EIR. This comment has been identified as a design and planning matter for communication by City staff to the decision making body for information and consideration.</p>
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Letter K

**From:** Betty Wheeler [<mailto:bettywheeler@gmail.com>]  
**Sent:** Saturday, October 24, 2015 9:21 AM  
**To:** [CityHallCEQA@delmar.ca.us](mailto:CityHallCEQA@delmar.ca.us)  
**Subject:** Comments on the Draft EIR for the City Hall/Town Hall Project

Comments by Betty Wheeler  
on the Draft EIR for the City Hall/Town Hall Project  
submitted by email to [CityHallCEQA@delmar.ca.us](mailto:CityHallCEQA@delmar.ca.us)  
on 10/24/2015

**Erroneous Baseline for Assessing View Impact of Project and of Expansion Area A**

As the Draft EIR notes, the existing conditions on the site include "two buildings and a portable trailer on the upper pad at the corner of Camino del Mar and 11th streets." **Existing conditions at the time the notice of preparation is published constitute the baseline physical conditions by which the determination should be made whether an impact is significant:**

Section 15125. Environmental Setting.

(a) An EIR must include a description of the physical environmental conditions in the vicinity of the project, as they exist at the time the notice of preparation is published, or if no notice of preparation is published, at the time environmental analysis is commenced, from both a local and regional perspective. This environmental setting will normally constitute the baseline physical conditions by which a lead agency determines whether an impact is significant. Cal. Code Regs., tit. 14, § 15125.

At the most recent City Hall Workshop, I asked the RECON representative about the baseline reflected in the Draft EIR; she identified the baseline as the condition of Expansion Area A after demolition, rather than existing conditions. This is a non-standard definition of baseline, and there are no unusual conditions with respect to this project to support deviation from the "normal" definition of baseline. In Neighbors for Smart Rail v. Exposition Metro Line Construction Authority, 57 Cal.4th 439 (2013), the court noted:

While an agency has the discretion under some circumstances to omit environmental analysis of impacts on existing conditions and instead use only a baseline of projected future conditions, existing conditions "will normally constitute the baseline physical conditions by which a lead agency determines whether an impact is significant." (Cal. Code Regs., tit. 14, § 15125, subd. (a).) A departure from this norm can be justified by substantial evidence that an analysis based on existing conditions would tend to be misleading or without informational value to EIR users. Here, however, the Expo Authority fails to demonstrate the existence of such evidence in the administrative record.

With respect to the City Hall project, an analysis based on existing conditions is not misleading or without informational value to EIR users. Indeed, reference to the existing structure is a useful guide to the likely impact of any replacement construction on Expansion Area A. In cases where the courts have deemed it acceptable to use conditions at some future date as the baseline, that has generally been in situations "where the existing conditions themselves change or fluctuate over time" -- such as traffic, refinery emissions, and the like. See Smart Rail at 449.

The Draft EIR erroneously uses a baseline other than existing conditions to evaluate the view impacts of the proposed project. It is clear from the Notice of Preparation that the project under consideration includes both demolition and potential build-out of Expansion Area A. By identifying an interim, mid-

K-1

K-2

K-1 As a matter of clarification, the baseline used within the EIR for analysis of potential impacts is the existing condition at the time the Notice of Preparation was published, which includes the existing City Hall buildings, portable structures, City Council Hearing Chambers and Television Studio, surface parking areas, and landscaping. No alternative baseline was used in the EIR. All of the impacts, including view impacts, are described in terms of changes from the existing condition.

It should be noted that the proposed project was analyzed in both a near-term (construction of the proposed City Hall and Town Hall facilities, along with the parking structure, surface parking lot, and landscaping) and long-term (buildout of the site with the three expansion areas) conditions to allow for the understanding of the project as whole.

K-2 See response to comment K-1 above.

<p>project condition as the baseline -- the temporary condition after demolition, but before construction on Expansion Area A -- the result is an analysis that ignores current conditions, and erroneously suggests that the final project (which includes potential construction on Expansion Area A) will have a view impact significantly different than existing conditions.</p> <p><b>As a result of this erroneous determination of the baseline, the Draft EIR erroneously concludes that "...construction of expansion area A would result in a significant and unavoidable impact to public views of the ocean."</b> - Page 4.1-9. Similarly, Table 4.1-1 (page 4.1-18) erroneously notes: "The analysis concluded that significant impacts to scenic views could be mitigated to below a level of significance with the exception of impacts resulting from construction of expansion area A."</p> <p>In fact, because Expansion Area A currently has a large building, it is likely that any replacement structure constructed in the future on this area would have essentially the same view impact as the current building and current conditions. Thus, construction of Expansion Area A should not be deemed to result in a significant and unavoidable impact to public views.</p> <p><b>Consideration of Alternatives</b>          CEQA requires consideration of a reasonable range of alternatives. I am not seeing, in Chapter 7 of the Draft EIR, the option of retaining the existing City Hall and renovating it (i.e., renovating all of the existing structures currently on the site). This should be included so that stakeholders can evaluate the full range of alternatives, and if this option is not considered to be a reasonable alternative, an analysis should be included of why it is not a reasonable alternative. In Section 7.2, there is a very brief mention that "the City Council was presented with other options for the development of new or updated administrative City Hall and Town Hall facilities." This extremely brief reference to "updated administrative City Hall...facilities" does not give stakeholders any analysis of why renovating the existing facilities is not a reasonable alternative.</p> <p><b>Evaluation of Powerhouse Community Center as a Temporary Meeting Space</b> (Section 7.5.2.1)          My comments relate to the traffic and parking issues in the Draft EIR's evaluation of using the Powerhouse Community Center as a temporary meeting space during demolition and construction of the new City Hall/Town Hall project. (The center is generally known as the Powerhouse Community Center, but is referred to in the Draft EIR as the "Powerhouse Park Community Building.")</p> <p>The Draft EIR states:          With respect to the public hearings at Powerhouse Park Community Building or other existing facilities, traffic conditions near Powerhouse Park and other community meeting facilities include regular use of these meeting rooms for special events and were considered at the time the Powerhouse Park Community Building and other public meeting spaces were approved and constructed. The traffic activity generated by a public hearing would be no greater than a similar public event and would not create any unforeseen traffic or parking conditions near the community center.</p> <p>I have regularly participated in events at the Powerhouse Community Center since its grand opening on December 4, 1999. In my view, over time, the traffic and parking issues in the vicinity of the Center have significantly worsened. I believe it is erroneous to rely on a 16-year-old traffic and parking analysis and conclude that this temporary use would not create any unforeseen traffic or parking conditions. Furthermore, adding a big slate of City meetings to the Powerhouse schedule would have a significant additive impact on traffic and parking, even when evaluated based on current traffic conditions, rather than those of 16 years ago. Even though parking issues themselves may not be relevant to the CEQA analysis, the common practice of people driving around and around seeking an available parking space (and avoiding the high cost of the paid parking) should be noted because of its impact on air pollution and traffic circulation. People who live in or frequent this area already perceive that traffic and parking are often nightmarish, and saying that adding a large number of additional meetings would not create problems seems factually erroneous on its face.</p> <p>Finally, adding a big slate of City meetings would reduce the availability of the Community Center for current community uses (cultural events, children's and senior activities, etc.), which would either be</p>	<p>K-2 cont.</p> <p>K-3</p> <p>K-4</p> <p>K-5</p> <p>K-6</p> <p>K-3          The EIR concludes that there would be a significant visual impact based on a review of the obstruction of "blue water" views along the entire project frontage on Camino del Mar, a City designated scenic roadway, at buildout of the project with the development of all three expansion areas. As clarified in the Final EIR, the obstruction of "blue water" views would be additive taking into consideration the near-term buildings – City Hall and Town Hall – with Expansion Areas A, B, and C.</p> <p>While the Draft EIR concluded that impacts to scenic views at buildout would be significant and unmitigable, refined details on the project design, including building architecture, rooflines, and materials, as well as new designated public spaces with scenic views of both the Pacific Ocean and the vegetative hillside to the east, were considered for the analysis of the refined conceptual site plan. The Final EIR has been updated to reflect analysis of the refined project design (refer to Figure 3-2 and 3-3 of the Final EIR) developed as a result of public comments and public comment received at hearings and workshop on the proposed City Hall/Town Hall Project. Additional mitigation was also identified as a result of refined project design and public input, and is included as the new MM-AES-3 (MM-AES-4 addresses project impacts associated with light and glare). Based on the refined details on the project design, the new designated public spaces with scenic views, and additional mitigation developed by the City and through public input, the impacts at buildout of the proposed project would be mitigated to less than significant. Refer to Section 4.2 of the Final EIR for the analysis clarifying the impacts for the refined project design and the complete list of mitigation measures proposed.</p> <p>K-4          The City's consideration of the renovation of the existing on-site buildings is summarized in Chapter 3.0 of the EIR. Reference to this discussion and the basis for the rejection of this alternative have been added to Chapter 7.2 of the Final EIR to clarify that this alternative was considered but rejected.</p>
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displaced or cancelled. I am not sure the extent to which that displacement is relevant for environmental review purposes, but wanted to note it.

K-6  
cont.

**Traffic issues (4.4)**

The Draft EIR says:

As shown in Table 4.4-3, all intersections in the study area operate at an acceptable LOS C or better, with the exception of Camino del Mar at 11th Street that operates at unacceptable LOS E in the PM peak hour, and Camino del Mar and 4th Street/Del Mar Heights Road that operated at unacceptable D in the AM peak hour and LOS F in the PM peak hour.

K-7

Apparently there is a definition of "acceptable" that differs from my own. I would only note that I am regularly experiencing traffic congestion all along the full length of Camino del Mar, some of which exists even in the opposite direction of prevailing rush hour traffic. This is NOT limited to fair or race season, or times when there are special events. For instance, last week, on a day that had no special events in the area, I was stuck in my car at a crawl, from the Seaview intersection all the way down to my destination on 9th Street.

I don't see a compelling analysis that convinces me that adding "a total of 558 new trips per day," even if most are already on the roadways, is "less than significant."

K-8

Thank you for your careful consideration of my comments.

Respectfully submitted,  
Betty Wheeler  
1801 Seaview Ave, Del Mar, CA 92014

K-5 Powerhouse Park is an approved public facility with seating capacity of 120 guests. Traffic associated with the public facility is limited by the capacity restrictions and the number events per day at this facility. Use of the park for community meetings would be within the allowable activities at this facility and would be subject to the same capacity limitation. Therefore, the use of this facility for community would create no measurable difference in traffic conditions compared to other events scheduled at this approved community facility.

While parking is a concern in the beach area and City Hall meetings may draw a greater number of Del Mar residents than other events, the availability of parking is not an impact to be addressed in accordance with the California Environmental Quality Act (CEQA). With respect to traffic, air quality, and greenhouse gas emissions, the use and occupancy of Powerhouse Park for events, including public hearings and workshops, was considered and analyzed with the permitting of this facility. Any City hearings or meetings would be conducted in lieu of another event booked at this facility. Therefore, no additional environmental analysis would be required for the temporary use of the site.

K-6 Comment noted. This comment has been identified as a design and planning matter for communication by City staff to the decision making body for information and consideration.

K-7 The EIR bases the traffic analysis on professional standards using the SANDAG/ITE thresholds for determining significance of Level of Service (LOS), with LOS A being the best and LOS F being the worst; and LOS A – LOS D are considered as "acceptable", while LOS E and LOS F are considered "unacceptable". The LOS was determined at the study intersections during the AM and PM peak hours. The existing traffic congestion along Camino del Mar occurs primarily at the all-way STOP intersections, which results in stop and go traffic along the corridor throughout the day. As summarized in Section 4.4 of the EIR, most of the intersections would continue to operate at acceptable LOS, which is LOS A – LOS D, with the addition of the project traffic (Existing Plus Project condition).

	<p>K-7 (cont.)</p> <p>The intersections of Camino del Mar and 11th Street and Camino del Mar and 4th Street/Del Mar Heights Road would continue to operate at an unacceptable LOS (LOS E or LOS F), even without the construction of the proposed project. As summarized in Section 4.4 of the EIR, the addition of the project traffic would be minimal and would not meet the threshold of significance for a change, or worsening, of the intersection operations to be considered significant. Therefore, the impact would be less than significant according to CEQA.</p> <p>It should be noted that as noted in the Errata, and as described within Chapter 3.0, Project Description, in addition to the refinement of the conceptual site plan, design options have been considered, including the installation of a driveway connecting the surface lot with the parking garage, which would allow for the consideration of a gated access at the north end of the surface parking lot to limit direct access off 11th Street to oversize and emergency vehicles or for special events. No additional impacts associated with traffic would occur with this design options, as the trips associated with the surface parking lot already exist along 11th Street. The internal access would simply shift those trips east to the parking garage driveway. See Section 4.4, Transportation and Traffic, of the Final EIR for detailed analysis of this design option.</p> <p>K-8 As summarized in Section 4.4 of the EIR, the proposed project would not result in new trips on the roadways, as function and staffing of the facility would remain the same as its current condition. With the increase in parking there would be a redistribution of approximately 558 vehicle trips that would otherwise pass by the site from visitors to the nearby commercial or beaches. The consolidation of parking on the project site with the parking garage would actually reduce the number of trips circulating looking for parking along Camino del Mar or in the residential neighborhoods surrounding the site.</p>
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LETTER

RESPONSE

	<p>K-8 (cont)</p> <p>Further, as stated in response to comment K-7 above, the analysis of the intersections utilized the LOS threshold for determining significance, where LOS A – LOS D are considered “acceptable”, and LOS E and LOS F are considered “unacceptable”. When evaluating the traffic on the roadways, the redistributed project traffic (558 trips) would be minimal and would not meet the threshold of significance for a change, or worsening, of the intersection operations to be considered significant. Therefore, the impact would be less than significant according to CEQA.</p>
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Letter L

**From:** Don Ellis <drdon1@earthlink.net>  
**Sent:** Saturday, October 24, 2015 10:23 AM  
**To:** CityHallArchitects@delmar.ca.us; CityHallCEQA@delmar.ca.us  
**Subject:** Draft EIR and City Hall Comments

Dear Honorable Mayor and Members of the City Council,  
 Dear Planning Department and Staff,

I applaud all the work and efforts which have been undertaken to provide the City of Del Mar and its Citizens with a new improved and more functional Civic Center.  
 What has been accomplished so far is wonderful.

} L-1

L-1 This comment is an introduction and documents the commentor's support for the planning and design process to date.

Unfortunately as written the Draft EIR is incomplete and insufficient for adequate review because specifics of Landscape are not fully specified.

"Landscape Tree Selection – The careful selection of specimen trees to be used on the project to limit height and size beyond heights of proposed City buildings or adjacent existing private buildings to minimize blockage of views toward the west. Trees should be selected based on natural growth habits that are commensurate with the maximum heights determined for each specific area on the project site. "

} L-2

L-2 The proposed project is going through refinement within the concurrent design review process. That includes the landscaping plan, which specifies tree and vegetation specimen selection and location. The EIR conducted the analysis of the potential effects of landscaping on scenic views in absence of a specific landscape plan at that time and therefore as a worst case identified potential impacts and mitigation measure MM-AES-1 to ensure that the impacts to scenic views from landscaping would be minimized.

The number, specimen and location of trees may significantly alter views to the west from all of the three selected demonstration view locations

**There is nothing specified other than vague and easily manipulated language to protect views. It is clear and obvious that landscape if poorly chosen can have a much more significant impact on views than building construction.**

} L-3

Let's continue to manage this process with adequate and due concern toward view blockage from landscape so that the forest is not overlooked or lost through the trees.  
 Thank you all again for all your hard work.

Don Ellis

Don Ellis  
[drdon1@earthlink.net](mailto:drdon1@earthlink.net)  
 343 11th Street  
 Del Mar, CA 92014  
 Tel: (858) 755-6755  
 Fax: (760) 454-2450

Additional analysis of existing view blockages was conducted by the City's design team landscape architect, Spurlock Poirier, to assist in the placement of large trees so as to not result in any new view blockages. The exhibits produced for this analysis and updated information have been incorporated into Section 4.2, Aesthetics, of the Final EIR. However, a significant impact to scenic views associated with landscaping was still identified, and mitigation measure MM-AES-1 is still required for the proposed project to ensure no significant impacts to scenic views would occur. See Section 4.2, Aesthetics, for the detailed analysis and mitigation measures.

L-3 The City acknowledges the commentor's input and concern for view blockages.

Letter M

From: Tom Seymour <tom@seymourrealtyadvisors.com>  
Sent: Monday, October 26, 2015 8:29 AM  
To: cityhallceqa@delmar.ca.us  
Cc: kgarcia@delmar.ca.us  
Subject: EIR - City of Del Mar

TO: The City of Del Mar  
City Counsel  
Design Review Board  
Miller Hull Architects

In representing the owners of Canterbury Del Mar (as a property manager) located directly across the street from the proposed new Town Hall and City Hall at 1011 Camino Del Mar, I would like to point out some concerns as previously mentioned in the Town Hall meetings conducted during this past summer as well as some discrepancies in the recently completed EIR.

Those concerns are as follows:

1) Even though the square footage is mentioned in both the Town Hall (3,200 sf) and City Hall (9,250 sf), no proposed dimensions are indicated. It appears in Figure 4.7-2 that the Town Hall is longer in width (running along Camino Del Mar from north to south) than its dimension along 10th Street. In another depiction, Town Hall appears to be square, indicating dimensions of approximately 57' x 57'. Our concerns with the proposed Town Hall along with all those residences east of Camino Del Mar, not to mention those travelers along Camino Del Mar, are "primary views" to the Pacific. Shouldn't the views to the Pacific (view corridors) be enhanced rather than diminished? Therefore, should not the proposed Town Hall be shorter in width (along Camino Del Mar) and longer along 10th Street to allow for more views to the Pacific?

2) I find it, perhaps somewhat alarming, to have the expansion space of 20,000 sf representing 160% increase of the initial proposal without defining any "not to exceed" dimensions.

3) In the Visual Impact Assessment (App B) the photos of the "Key Views" #1 - #3 considered "primary scenic views" were, it appears, not taken on site. As it is, the EIR indicated that the landscaping, as it matures, could obstruct "primary scenic views" for all three residential properties, including 75% of the second story Canterbury Del Mar views.

4) The EIR statement on pages 19 and 20 "The proposed buildings would be lower in elevation than the existing condition and allow views over the initial phase City Hall and Town Hall buildings", is incorrect as it pertains to "Key Views #2 and #3 and to Canterbury Del Mar since the proposed Town Hall is relocated to the SEC of the site.

5) The EIR under "Mitigation Measures" did not offer any comments of how to enhance any view corridors to the Pacific. I believe I have done so here by suggesting a narrowing of the Town Hall along Camino Del Mar and perhaps moving the proposed "breezeway" to the north side of Town Hall rather than the west side as it appears now. Also by reducing the height of Town Hall, even by 4 to 6 feet would help all those property owners that now will be impacted if Town Hall is built as proposed.

I hope these comments will assist those in further review and possible changes for the enhancement all all those who live, work and enjoy the beauty which is uniquely Del Mar.

Tom Seymour, CCIM  
CA Broker Since 1975  
Utah Broker Since 1979  
CCIM Since 1984  
CPM Candidate  
Seymour Realty Advisors  
CABRE # 00399863  
[tom@SeymourRealtyAdvisors.com](mailto:tom@SeymourRealtyAdvisors.com)  
858-518-1900

- M-1
- M-2
- M-3
- M-4
- M-5
- M-6
- M-7

M-1 This introductory comment is noted.

M-2 The exhibits provided within the EIR were conceptual designs and precise dimensions were not available for all images. The project design has been going through refinement within a concurrent design review process. The Final EIR has been revised to reflect the refinements in the project design, which includes a reduction in the north-south length of the City Hall building, the reduction of massing of the Town Hall and its TV Studio, an open design of the City Hall public entrance and counter area, and roofline details of both the City Hall and Town Hall. Furthermore, open spaces on-site have been identified that provide new public spaces for scenic views to both the Pacific Ocean to the west and the vegetated hillsides of Del Mar to the east. Views The analysis of the protected private residential spaces, designated public roadway corridors along Camino del Mar and the east-west 10<sup>th</sup> and 11<sup>th</sup> street corridors, and general on-site public viewpoints, has been updated to reflect the refined design and where possible, mitigation measures have been added to reduce impacts to scenic views.

M-3 This comment does not specifically raise an issue related to the adequacy of the analysis contained within the EIR.

M-4 The photos for Key Views 1, 2 and 3, were taken on Tuesday, July 14, 2015, at the residential properties illustrated in Figure 5 of the Visual Impact Assessment, included as Appendix B of the EIR. The EIR concludes that mature landscaping could potentially impact views from these private residential views, as well as public views along 10<sup>th</sup> Street, 11<sup>th</sup> Street and Camino del Mar, all of which are designated as scenic roadways for their views toward the Pacific Ocean within the Community Plan.

With respect to the commentor's reference to views from the 2<sup>nd</sup> story of the commercial building to the east, primary views from commercial property is considered private, as unrestricted public access and temporary occupancy are not allowed. These private commercial/office views are not covered by the City's Design Review Ordinance in the Del Mar Municipal Code and therefore are not considered significant under the California Environmental Quality Act (CEQA).

	<p>M-5 This statement referred to is under the analysis pertaining to the view corridors along 10th and 11th streets.</p> <p>With respect to the other private key views, for Key View #2, the City Hall structure is the only building that will be slightly visible between the rooftop parapets on the adjacent Canterbury Del Mar commercial property. The proposed Town Hall and expansion areas would not be visible from Key View #2.</p> <p>Key View #3 would not have views of the area where the existing City Hall stands; however, the buildings to be included in near-term, the City Hall and Town Hall buildings, civic plaza spaces, and the parking structure, would be clearly visible from this vantage point. The parking structure would be low profile to maintain views to the ocean and provide a landscaped civic plaza space on the top deck within Expansion area B until expansion in this area is pursued. As discussed in Section 4.2 of the EIR, while the view would be altered due to removed landscaping and the addition of visible structures in Expansion Areas B and C, the proposed expansion areas would not substantially reduce the amount of ocean view that is visible in the existing condition, and no unreasonable blockage of the view would occur.</p> <p>As stated above in response to comment M-4, the Canterbury Del Mar commercial development is not covered by the Municipal Code for view protection and therefore view impacts are not considered significant under CEQA.</p> <p>M-6 The EIR identifies impacts to scenic views related to the potential view blockage that could occur as proposed landscaping matures (Impact AES-1) and specifically views along Camino del Mar (Impact AES-2). Both of these impacts would be mitigated with the implementation of the required mitigation measures MM-AES-1, which requires the Design Review Board, and subsequently the City Council, to consider the landscape plan, specimens recommended, and location for plantings, at the same time as certifying the Final EIR.</p>
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	<p>M-6 (cont.)</p> <p>While the Draft EIR concluded that impacts to scenic views at buildout would be significant and unmitigable, refined details on the project design, including building architecture, rooflines, and materials, as well as new designated public spaces with scenic views of both the Pacific Ocean and the vegetative hillside to the east, were considered for the analysis of the refined conceptual site plan. The Final EIR has been updated to reflect analysis of the refined project design (refer to Figure 3-2 and 3-3 of the Final EIR) developed as a result of public comments and public comment received at hearings and workshop on the proposed City Hall/Town Hall Project. Additional mitigation was also identified as a result of refined project design and public input, and is included as the new MM-AES-3 (MM-AES-4 addresses project impacts associated with light and glare). Based on the refined details on the project design, the new designated public spaces with scenic views, and additional mitigation developed by the City and through public input, the impacts at buildout of the proposed project would be mitigated to less than significant. Refer to Section 4.2 of the Final EIR for the analysis clarifying the impacts for the refined project design and the complete list of mitigation measures proposed. The comment about narrowing of the Town Hall, moving the breezeway to the north side of the Town Hall, and reducing the height of Town Hall by 4 to 6 feet has been identified as a design and planning matter for communication by City staff to the decision making body for information and consideration.</p> <p>M-7 This comment does not specifically raise an issue related to the adequacy of the analysis contained within the EIR.</p>
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Letter N



October 26, 2015

VIA E-MAIL & U.S. MAIL

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

Re: City Hall/Town Hall Civic Plaza Draft EIR

Dear City of Del Mar:

This letter is submitted on behalf of Steven Mack in connection with the proposed City Hall/Town Hall project ("Project") and related Draft Environmental Impact Report ("DEIR").

The California Environmental Quality Act ("CEQA"), Pub. Res. Code §§ 21000 - 21177, must be interpreted "so as to afford the fullest possible protection to the environment within the reasonable scope of the statutory language." Friends of Mammoth v. Board of Supervisors, 8 Cal. App. 3d 247, 259 (1972). If an EIR fails to provide agency decision-makers and the public with all relevant information regarding a project that is necessary for informed decision-making and informed public participation, the EIR is legally deficient and the agency's decision must be set aside. Kings County Farm Bureau v. City of Hanford, 221 Cal. App. 3d 692, 712 (1990). An EIR is "aptly described as the 'heart of CEQA'"; its purpose is to inform the public and its responsible officials of the environmental consequences before they are made. Laurel Heights Improvement Assoc. v. University of California, 47 Cal.3d 376, 392 (1988). Here, the DEIR is inadequate.

The DEIR's discussion of the Project is vague. It states that the "outdoor plaza is designed to be an open area with flexible space to support uses including but not limited to, performances, art exhibits, [and] community gatherings ...." DEIR at 3-8. It notes that such uses "may utilize amplified sound systems and lighting ...." Id. The DEIR also states that a "future expansion area" is "not defined for specific use ...." These statements leave open a wide variety of possibilities. "An accurate, stable and finite project description is the sine qua non of an informative and legally sufficient EIR." County of Inyo v. City of Los Angeles (1977) 71 Cal.App.3d 185, 193. The DEIR fails to provide an adequate description, thereby leaving open a wide variety of possible construction and uses at the site.

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N-1

N-2

N-3

N-1 This introductory comment is noted.

N-2 The commentor has provided citations of cases related to adequacy of EIRs; however, no specificity with respect to the Del Mar City Hall/Town Hall EIR was identified.

N-3 The proposed project includes both near-term development of the City Hall, Town Hall, Civic Plaza, and parking, along with future expansion areas totaling up to 20,000 square feet. The project description contained with the EIR provides adequate information on the proposed development and uses, which are limited to those consistent with the City's Public Facilities land use designation and zone. A conceptual site plan was included to illustrate the proposed project design. Future development of the expansion areas would be required to undergo design review and an appropriate level of analysis under the California Environmental Quality Act (CEQA) at such a time the City moves forward with any of these expansion areas.

However, as noted in the Errata, and as described and illustrated within Chapter 3.0, Project Description, the proposed project has been refined in response to public comments and through input at hearings and workshops on the proposed City Hall/Town Hall Project. As a result, further analysis, photographs and exhibits, and information clarifying the existing condition, the proposed project design, and potential significance of impacts, have been incorporated into the Final EIR to provide more clarity on the uses included in the original conceptual site plan analyzed within the Draft EIR.

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The DEIR's discussion of aesthetics, community character, and land use impacts is insufficient.

- The DEIR acknowledges that impacts to views of the ocean are unavoidable. DEIR at 4.1-9 *see also id.* at 4.2-2. Indeed, the municipal code includes protection of private residential views. It is therefore unclear how the DEIR can conclude such impacts are less than significant.
- Additionally, there is no acknowledgement that the Project would change the residential neighborhood. The DEIR claims the Project is "appropriately scaled to the village corridor" (DEIR at 4.2-29), but there is no consideration of impacts to the residential neighborhood on the west side.
- In fact, the Project is inconsistent with existing Plan restrictions. For example, the City's Land Use Plan calls for the protection of public views to the ocean. Land Use Plan at 10. It also discusses protecting public views and vantage points, and specifically discusses scenic view easements from Camino del Mar. *Id.* at 77 – 78.
- The Project is also inconsistent with existing Municipal Code restrictions. For example, the code prohibits blocking significant public coastal views, prohibits projects that are out of scale with the neighborhood, and prohibits a project that "unreasonably encroaches upon primary scenic views of neighboring property." Muni. Code § 23.08.077.
- Furthermore, the mere fact that construction impacts may be temporary does not make them insignificant.

The EIR's discussion of traffic, air quality and greenhouse gas emissions impacts is insufficient.

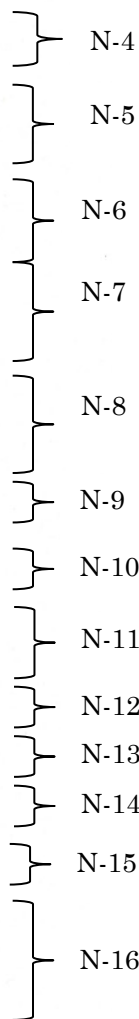
- The DEIR's claim that the Project will not generate additional City Hall trips avoids the additional trips associated with other aspects of the Project. DEIR at 4.4-10. There is no analysis of special events and performances.
- The DEIR also fails to analyze the air quality impacts associated with special events and performances. DEIR at 4.5-14.

The EIR's discussion of noise impacts is insufficient.

- The DEIR fails to discuss impacts associated with special events and performances. DEIR at 4.7-11.

The Project is likely to lead to water supply impacts.

- There is an inadequate showing of water supply for the Project. The California Supreme Court recently identified three "principles for analytical adequacy under CEQA": (1) "CEQA's informational purposes are not satisfied by an EIR that simply ignores or assumes a solution to a problem of supplying water to a proposed land use project"; (2) "an adequate



N-4 Comment noted. Responses to specific comments are addressed below.

N-5 The states that the Draft EIR reference of "impacts to views of the ocean are unavoidable" (cited as page 4.1-9, as well as 4.2-2), would make a less than significant conclusion not possible since private residential views are protected by the Municipal Code would make. However, the Municipal Code does not prohibit the loss or reduction of "blue water" views; rather it requires consideration of changes to private residential (as defined by the Municipal Code) "blue water" views.

The level of significance was determined based on the changes to the overall views from the current condition for key private residential properties, public east-west view corridors along 10<sup>th</sup> and 11<sup>th</sup> streets, and along Camino del Mar, all of which are designated scenic roadways within the Community Plan. Impacts to protected private residential views and views along the east-west 10<sup>th</sup> and 11<sup>th</sup> street corridors were determined to not be significant under CEQA.

While the Draft EIR concluded that impacts to scenic views at buildout would be significant and unmitigable, refined details on the project design, including building architecture, rooflines, and materials, as well as new designated public spaces with scenic views of both the Pacific Ocean and the vegetative hillside to the east, were considered for the analysis of the refined conceptual site plan. The Final EIR has been updated to reflect analysis of the refined project design (refer to Figure 3-2 and 3-3 of the Final EIR) developed as a result of public comments and public comment received at hearings and workshop on the proposed City Hall/Town Hall Project. Additional mitigation was also identified as a result of refined project design and public input, and is included as the new MM-AES-3 (MM-AES-4 addresses project impacts associated with light and glare). Based on the refined details on the project design, the new designated public spaces with scenic views, and additional mitigation developed by the City and through public input, the impacts at buildout of the proposed project would be mitigated to less than significant. Refer to Section 4.2 of the Final EIR for the analysis clarifying the impacts for the refined project design and the complete list of mitigation measures proposed

	<p>N-5 (cont.) The quote cited by the commentor from page 4.1-9 was specific to the impact of the buildout of the proposed project on the public view along Camino del Mar and is not related to the analysis of protected private views. Further, the reference to the same quote occurring on page 4.2-2 could not be located within this page or the section of the EIR.</p> <p>N-6 The character of the project vicinity includes two-story development along the Camino del Mar corridor, with residential beyond in both directions. The proposed project would replace the existing City Hall with uses limited to those consistent with the City's Public Facilities zone and would be of similar bulk and scale to that in the Camino del Mar corridor. Impacts of the project with respect to noise and light and glare impacts to residents to the west are addressed in the EIR in Sections 4.7 and 4.2, respectively.</p> <p>N-7 However, as mentioned above in response to comment N-5, the Final EIR has been updated to reflect analysis of the refined project design (refer to Figure 3-2 and 3-3 of the Final EIR) developed as a result of public comments and public comment received at hearings and workshop on the proposed City Hall/Town Hall Project. Based on the refined details on the project design, the new designated public spaces with scenic views, and additional mitigation developed by the City and through public input, the impacts at buildout of the proposed project would be mitigated to less than significant. Refer to Section 4.2 of the Final EIR for the analysis clarifying the impacts for the refined project design and the complete list of mitigation measures proposed.</p> <p>With respect to the project's consistency with the City's Land Use Plan, the EIR concludes that the proposed project would comply with the City's regulations with respect to public views to the ocean. Ultimately, the City Council will consider and make a determination of whether the project is consistent with these policies contained in the Community Plan.</p>
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LETTER

RESPONSE

	<p>N-8 See responses to N-5, N-6, and N-7 above, with respect to the updated analysis for the refined conceptual site plan for visual impacts (refer to Section 4.2, Aesthetics) and the land use compatibility analysis (refer to Section 4.1, Land Use), as well as the City Council’s authority to make the final determination of whether the project is consistent with these policies contained in the City’s Community Plan and Municipal Code.</p> <p>N-9 Though construction would be short-term, the EIR concludes that construction impacts would be less than significant with respect to land use, aesthetics, and community character. These subject areas would not be significant, as there would be no unmitigable impacts related to other environmental issues (i.e., noise refer to Section 4.7, air quality refer to Section 4.5, traffic refer to Section 4.4, light and glare refer to Section 4.2).</p> <p>N-10 Comment noted. Responses to specific comments are addressed below.</p> <p>N-11 The Traffic Impact Analysis included as Appendix D of the EIR includes a detailed analysis of traffic associated with special events. As stated in Section 4.4 of the EIR, the proposed project would attract a total of up to 558 new trips per day to project vicinity roadways. These trips would not be associated with any increase in number of employees on-site or additional people attracted to City Hall as services and operations would be the same. The proposed project could generate the additional trips to the roadway segments of Camino del Mar, 10th Street, 11th Street, and Stratford Court immediately surrounding the project site by providing additional parking for pass by traffic from uses such as the nearby commercial areas of the Village and beach visitors.</p> <p>As stated in Section 4.4 of the EIR, while impacts would not be significant and mitigation is not required, to minimize the effect on the community during special events, special traffic control measures shall be taken to direct traffic away from the residential neighborhood surround the project site. This is recommended as condition of the project to minimize the impact to the adjacent residences as well as address the capacity limitations of the all-way STOP at 11th Street.</p>
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## LETTER

## RESPONSE

	<p>N-12 The air quality analysis completed for the proposed project was based on the traffic analysis that addressed traffic generation for special events. As concluded in the EIR, air quality impacts of the project, particularly with respect to special events would be less than significant in relation to the existing condition. Refer to Section 4.5 of the Draft EIR for the detailed analysis and conclusions of less than significant.</p> <p>N-13 Comment noted. Responses to specific comments are addressed below.</p> <p>N-14 Similar to responses to comments N-11 and N-12, the noise analysis completed for the proposed project included all uses, including uses that may occur in the town hall and/or outdoor plaza (e.g., performances, art exhibits, community gatherings, and farmers' market space, etc.). As stated in Section 4.7, all on-site noise sources were combined and modeled under a worst-case scenario, and the modeled noise level contours were placed on the conceptual site plan. Noise levels at the southern and western property lines would not exceed the City's daytime noise level limits of 55 dB(A); however, operations and activities, primarily related to cars in the lower surface parking lot, would exceed the City's nighttime noise level limits of 45 dB(A). Therefore, mitigation measure MM-NOS-3 requiring an 8-foot tall noise attenuation barrier would be necessary to mitigate the noise at the property. Noise generated from inside the parking garage and the outdoor areas on the upper level were determined to not be a substantial contributor to this exceedance.</p> <p>N-15 Comment noted. Responses to specific comments are addressed below.</p>
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environmental impact analysis for a large project, to be built and occupied over a number of years, cannot be limited to the water supply for the first stage or the first few years”; and (3) “the future water supplies identified and analyzed must bear a likelihood of actually proving available .... An EIR for a land use project must address the impacts of likely future water sources, and the EIR’s discussion must include a reasoned analysis of the circumstances affecting the likelihood of the water’s availability.” *Vineyard Area Citizens for Responsible Growth, Inc. v. City of Rancho Cordova* (2007) 40 Cal.4<sup>th</sup> 412, 430 – 32 (emphasis in original) (citations omitted). The DEIR fails to comply with these mandates. The DEIR mentions the availability of water infrastructure, but there is inadequate discussion of drought or possible shortages of future water supplies for the Project and the area.

N-16  
 cont.

CEQA requires that an EIR “produce information sufficient to permit a reasonable choice of alternatives so far as environmental aspects are concerned.” *San Bernardino Valley Audubon Society v. County of San Bernardino* (1984) 155 Cal.App.3d 738, 750 – 51. “[T]he discussion of alternatives shall focus on alternatives to the project or its location which are capable of avoiding or substantially lessening any significant effects of the project, even if these alternatives would impede to some degree the attainment of the project objectives, or would be more costly.” CEQA Guidelines § 15126.6(b). “Without meaningful analysis of alternatives in the EIR, neither the courts nor the public can fulfill their proper roles in the CEQA process.” *Laurel Heights Improvement Assoc. v. University of California* (1988) 47 Cal.3d 376, 404.

N-17

CEQA contains a “substantive mandate” that agencies refrain from approving a project with significant environmental effects if “there are feasible alternatives or mitigation measures” that can substantially lessen or avoid those effects. *Mountain Lion Foundation v. Fish and Game Comm.* (1997) 16 Cal.4<sup>th</sup> 105, 134; Pub. Res. Code § 21002. It “requires public agencies to deny approval of a project with significant adverse effects when feasible alternatives or feasible mitigation measures can substantially lessen such effects.” *Sierra Club v. Gilroy* (1990) 222 Cal.App.3d 30, 41. The DEIR is required to consider and the City is required to adopt feasible mitigation and alternatives that can lessen or avoid the significant Project impacts. *City of Marina v. Board of Trustees of the California State Univ.* (2006) 2006 39 Cal.4<sup>th</sup> 341, 360; see also CEQA Guidelines § 15126.6(b). Furthermore, the Project and its objectives are defined too narrowly, thereby resulting in a narrowing of the consideration of alternatives to the Project. *City of Santee v. County of San Diego* (1989) 214 Cal.App.3d 1438, 1455.

N-18

The EIR is sufficiently lacking that the only way to fix these issues is to revise it and recirculate an adequate report.

N-19

N-16 The proposed project would not significantly increase water usage on-site. The existing utilities and landscaping on-site are old and inefficient compared to the facilities that would require water usage within the proposed project (e.g., kitchen, restrooms, and irrigation systems). While there would be more restrooms and a catering kitchen included as part of the project, the interior would include more water conserving fixtures such as low-flow toilets, and water-efficient bathroom and kitchen faucets. With respect to the exterior, while the landscaping design with associated plant palette is going through a concurrent design review process, the proposed project would be required to comply with the City’s requirements for use of low-water, drought-tolerant plants, as well as water efficient irrigation systems such as drip irrigation or systems with rain sensors for automatic shutoff following measurable levels of precipitation. To further clarify this conclusion, additional data obtained from the City on the existing water usage and the estimated water usage under the refined conceptual site plan developed by the City’s project architect and engineers, has been added to Chapter 6.0, Effects Found Not to be Significant.

Further, as stated in Section 4.6 of the EIR, the project would be required to achieve a minimum 20% increase in indoor water use efficiency in accordance with CalGreen standards.

N-17 The commentator has provided citations of case precedents related to alternatives analysis within an EIR; however, no specificity to the Del Mar City Hall/Town Hall project EIR was included. Comment noted.

N-18 The commentator has provided citations of case precedents related to consideration and adoption mitigation measures and/or alternatives; however, no specificity to the Del Mar City Hall/Town Hall Project EIR was included. The project objectives were developed in a manner to allow for a reasonable range of alternatives consistent with the existing Public Facilities zoning on-site. These objectives do not contain any narrowly defined parameters such as square footages, seating requirements, or on-site parking, were not included.

	<p>N-19 The refinements to the project design and the comments received on the Draft EIR do not result in the need to recirculate the EIR as required by CEQA Guidelines. The standards for recirculation as defined in CEQA Statutes Section 21092.1, and CEQA Guidelines Section 15088.5, require that if changes may result in new or increased levels of environmental impacts, or if “significant new information” is added to the Draft EIR in response to comments, the EIR may be required to be recirculated for additional review and comments.</p> <p>The Laurel Heights Improvement Assn. v. Regents (1993) 6 Cal 4th 1112 case, known as “Laurel Heights II”, provides that new information added to an EIR is not “significant” unless the EIR is changed in a way that deprives the public of meaningful opportunity to comment upon a substantial adverse environmental effect of the project, or a feasible way to mitigate or avoid such an effect (including a feasible project alternative) that the project proponents have declined to implement.</p> <p>In accordance with these Guidelines, the refinements to the project design and the comments received on the DEIR do not result in the need to recirculate the EIR. The revisions to the Final EIR merely clarify the analysis to reflect the refined project design, and do not result in any new significant impacts or significant impacts of greater extent; nor does the additional analysis result in any mitigation measures or alternatives for which the City is declining to adopt. Furthermore, the project analyzed within the DEIR was complete and with sufficient detail to provide adequate review. The refinements are focused on specific design features that were contemplated in the original conceptual site plan project description, have been further developed to address impacts and community concerns with respect to planning and design review. The new information and refinements is not significant and would not deprive the public of a meaningful opportunity to comment, as they existed previously without the design refinements (i.e., architecture, materials, landscaping) and would not result in increased or new impacts not previously identified. Therefore, recirculation of the DEIR is not required.</p>
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LETTER

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City of Del Mar  
October 26, 2015  
Page 4 of 4

Thank you for your consideration of the above comments. If you have a question or need additional information, please contact me.

Sincerely,

  
Everett DeLano

Letter O

EIR comments  
 Joy & Rick Ehrenfeld  
 220 10<sup>th</sup> Street  
 Del Mar

The removal of TV station creates potential problems for the neighbors at 220 10<sup>th</sup>. Leaving the TV station in place might have been considered as a positive in the “no project option.” Removal results in line of sight from parking and meeting areas leading to increase in noise and light and directly impacting our privacy.

Figure 14. Cone of Vision Study of Existing Buildings / Views from Camino del Mar.



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DEL MAR CITY HALL & TOWN HALL  
 VISUAL IMPACT ASSESSMENT

The Cone of vision Study of Existing Buildings (Figure 14) shows that the TV station effectively provides privacy from CDM. Removal of the TV station will open up invasive views from CDM and other locations on the City Hall lot to 220 10<sup>th</sup> and eliminate the privacy for both our indoor and outdoor areas. The noise and light blocking supplied by the TV station building will also be eliminated – I think evaluations of the privacy, light and noise must include “after the TV station is removed.”

O-1

O-2

O-1 The commentor has provided information concerning the attenuating effects of the TV Studio/Hearing Chambers building relating to noise and light. Additional information has been included in the analysis of the No Project Alternative (See Section 7.3) to clarify the existing conditions identified in this comment.

O-2 The commentor has noted that the proposed project would result in views into their property, affecting their residential privacy. Privacy is not considered to be an issue for analysis under the California Environmental Quality Act (CEQA). Privacy is addressed within the Design Review Ordinance. With respect to the project’s consistency with City’s regulatory ordinance, the City Council will consider and make a determination of whether the project is consistent with policies and regulations. This comment has been identified as a design and planning matter for communication by City staff to the decision making body for information and consideration.

With respect to the comment that evaluation of the “...light and noise” be considered with the removal of the TV Station/Hearing Chambers, this was evaluated in the EIR with respect to both light (see Section 4.2) and noise (see Section 4.7). Potential impacts related to light and glare were identified. Mitigation measure MM-AES-4 includes recommendations for lighting placement and orientation to avoid or reduce impacts to adjacent residential properties.

The noise analysis summarized in Section 4.7 of the EIR concluded that while noise levels on-site would not exceed the City’s daytime noise level limit of 55 dB(A) at any of the project property lines; it would exceed the City’s nighttime noise level limit of 45 dB(A) at the western property line due to activities in the lower surface parking lot. Mitigation measure MM-NOS-3 requiring a 10-foot tall noise attenuation barrier would mitigate the noise at the property line.

It should be noted that as a result of the comments received and public input at hearings, design options to reduce the size of the Town Hall Terrace to a gated 300 square feet of usable space for City employees and an access walkway, with either screening or the removal of the remaining area structurally replaced with a recessed garage access. These proposed design options would reduce the light and glare, as well as noise that could occur in this area. Additional analysis of the design options are incorporated in the Final EIR, including visual (refer to Section 4.2, Aesthetics) and noise (refer to Section 4.7, Noise).

Expansion area B is within 100 feet of the bedroom window of 220 10<sup>th</sup> and at a similar elevation to the bedroom creating a privacy, light and noise concern. A majority of the windows of the city office building are also within 100ft and at a similar elevation to our bedroom windows. Unlike the office building, the expansion area B is likely to be used at night when privacy and quiet are most valued. Even with an 8 ft sound wall the privacy impacts on the outdoor patio and bedroom at 220 10<sup>th</sup> would be significant.



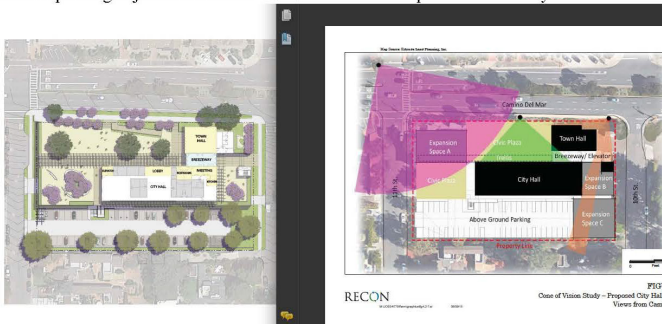
O-3

O-3 See response to comment O-2 above regarding project design options considered and analyzed within the Final EIR.

As stated above in response to comment O-2, privacy is not considered to be an issue for analysis under CEQA. This comment has been identified as a design and planning matter for communication by City staff to the decision making body for information and consideration.

**Surface parking Lot**

The parking on the west edge of the property has been expanded from the drawings in the EIR. Specifically there is now more parking adjacent to 220 10<sup>th</sup> Street – does this require further study?



O-4

O-4 The parking shown and analyzed in the EIR is from a conceptual site plan and is going through refinement within a concurrent design review process. Refinements to the conceptual site plan as illustrated in Figure 3-2 and described in Chapter 3.0, Project Description, have been reviewed in the Final EIR. There has been no considerable change in the design of the surface parking lot that would be substantially different from that analyzed within the Draft EIR and therefore, no further study is required.

The parking is in close proximity to the house at 220 10<sup>th</sup> Street. This is a picture taken from the 10ft setback line from a proposed parking spot. Bedroom window is above the blue tarp.



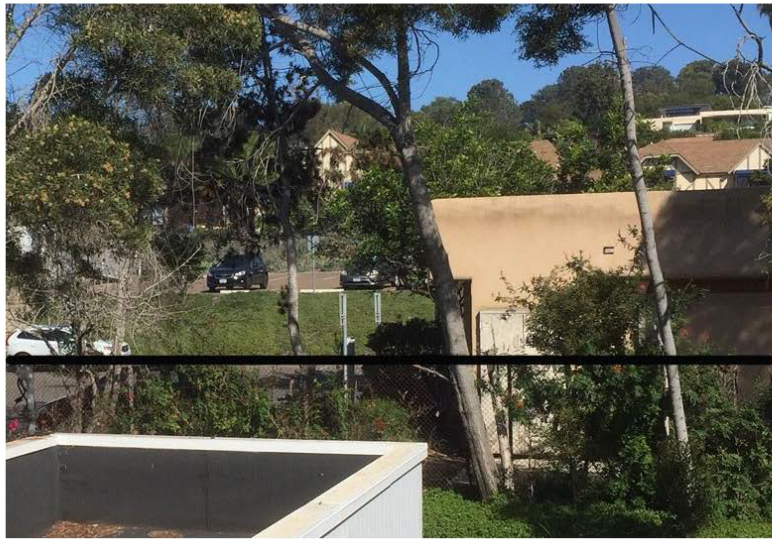
Proximity of outdoor parking will mean noise impacting the outdoor and indoor areas of our home. The proposed parking is closer to the adjacent residences than the existing configuration. The picture below shows the proposed parking configuration – the fence is at the setback.



O-5

O-5

The parking within the surface parking lot analyzed within the EIR was setback 10 feet from the property line as generally illustrated by the commenter. The analysis contained within the Noise Technical Report and summarized within Section 4.7 of the EIR would be reflective of the proposed parking setback of 10 feet from the property line. This comment has also been identified as a design and planning matter for communication by City staff to the decision making body for information and consideration.



The picture above is taken from the second story deck at the same elevation of the bedroom of 220 10<sup>th</sup> Street. The top of the existing fence (6ft) is highlighted. Other benchmarks for height are the lower portion of the current TV station and the upper lot. Based on the plan currently proposed the openings for the garage will be clearly visible in this view, as will the lights from the cars parked on the eastern portion of the surface lot. We feel the mitigation sound wall will need to be higher than the 8ft suggested in the EIR.

In the EIR report the: DEL MAR CITY HALL AND TOWN HALL Architecture Schematic Alternatives Review VISUAL EFFECTS AND NEIGHBORHOOD CHARACTER ASSESSMENT 10-Sep-15 City Code and Planning Document Compliance Matrix  
 The EIR signed off as the plan complying with two DRO's  
 Preserve privacy of neighboring residential properties (30.31.060).  
 The design should not create an unreasonable invasion of the privacy of neighboring properties

We strongly disagree with these conclusions.

O-6

O-6 Potential impacts associated with lighting and glare are discussed in Section 4.2 of the EIR. Significant impacts were identified and mitigation measure MM-AES-4 includes recommendations for lighting sensors, screening of the western side of the parking garage, and placement of both exterior and interior lighting, all of which would mitigate lighting impacts to adjacent residential properties. Furthermore, the 10-foot wall along the western edge of the surface parking lot that would be associated with mitigating the potential noise impacts (See MM-NOS-3) is also intended to shield lighting from cars within the lower surface parking lot facing westward.

O-7

O-7 The commentor has noted their disagreement with the EIR conclusion within the Land Use section (see Section 4.1) that the proposed project would meet the Design Review Ordinance requirements for the protection of residential privacy found in 30.31.060. The determination of consistency is based on the conclusion that the City Council will consider these policies during their concurrent review of the proposed project. The commentor's assertion has also been identified as a design and planning matter for communication by City staff to the decision making body for information and consideration.

Letter P



Please provide your comments on the environmental issues analyzed within the Draft EIR for the Del Mar City Hall/Town Hall Project. The 45-day Public Review and comment period will conclude on October 26th. Copies are available online and at City Hall and the Del Mar Library. All comments must be submitted in writing via email, U.S. mail, or hand delivered to City Hall by 5:00 p.m. Monday, October 26, 2015, to the following contact:

Joseph Smith, Project Manager  
City of Del Mar  
1050 Camino del Mar  
Del Mar, California 92014  
or Email: CityHallCEQA@delmar.ca.us

**RECEIVED**  
OCT 27 2015  
City of Del Mar  
Administrative Services Dept.

Comments:

- 1) What are the working hours
- 2) What are the truck haul routes: <sup>Dust</sup> Control?
- 3) Can the dividing wall between the city and my home be constructed at the start of the project so it may address:
  - (A) Noise buffer
  - (B) Dust buffer
  - (C) Safety of my young family to the construction project.
  - (D) Wall height to be max of 8'.

P-1

P-2

P-3

Use back of sheet if additional space is necessary.

Name (please print): Paul J. Rael

E-mail Address: staysels@aol.com

Mailing Address: 234, 10th Street  
Del Mar, CA 92014

P-1 The working hours associated with the City Hall and Town Hall project would be the same as currently existing, with City Hall operating hours Monday through Thursday, 7:30 a.m. to 5:30 p.m., and Friday, 7:30 a.m. to 4:30 p.m. The schedule for City hearings and the Farmers' Market are not expected to be changed from the current schedule. Special events would be permitted daily from 7:00 a.m. to 10:00 p.m., similar to the daytime hours for noise level limits outlined in the Municipal Code.

P-2 Specific truck haul routes for construction have not been developed at this time but a traffic control plan must be prepared in advance of construction. Construction would result in the generation of fugitive dust; however, as discussed in Section 4.5 of the EIR, construction operations would be subject to the San Diego Air Pollution Control District rules and regulations for containment and minimization of fugitive dust emissions.

P-3 The commentor has requested that the wall be constructed prior to the start of demolition to address noise, dust, and to provide security for their property to the west. Additionally, the commentor has requested that the wall height be a maximum of 8 feet. As detailed in MM-NOS-1, a 10-foot tall noise attenuation barrier is required as a mitigation measure to be erected prior to the start of demolition and construction. Following construction, a permanent wall of 10 feet along the western edge of the surface parking lot would be required. A reduction in height of the construction wall would not fully mitigate the noise impacts identified for the project. However, as noted in MM-NOS-1, the construction wall may be the permanent 10-foot tall noise attenuation barrier.

This comment has also been identified as a design and planning matter for communication by City staff to the decision making body for information and consideration.

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A: Notice of Preparation  
B: Visual Impact Assessment  
C: Historic Building Survey  
D-1: Traffic Impact Analysis Report  
D-2: Supplemental Traffic Assessment  
E: Air Quality Emissions Modeling  
F: Greenhouse Gas Analysis  
G-1: Noise Technical Report  
G-2: Noise Modeling Data for Supplemental Analysis  
H: Geotechnical Investigation  
I: Hazardous Material Memos

## List of Abbreviated Terms

µg/m <sup>3</sup>	micrograms per cubic meter
°F	degrees Fahrenheit
AB	Assembly Bill
ACM	asbestos-containing material
ADA	Americans with Disabilities Act
ADT	average daily trips
AMSL	above mean sea level
BAU	business as usual
BMP	best management practice
CAA	Clean Air Act
CAAQS	California Ambient Air Quality Standards
CalEEMod	California Emissions Estimator Model
CalGreen	California Green Building Standards Code
CAP	climate action plan
CAPCOA	California Air Pollution Control Officer's Association
CARB	California Air Resources Board
CBC	California Building Code
CC	Central Commercial
CCC	California Coastal Commission
CCR	California Code of Regulations
CDP	Coastal Development Permit
CEQA	California Environmental Quality Act
City	City of Del Mar
CO	carbon monoxide
CRHR	California Register of Historic Resources
dB(A)	A-weighted decibel
DRB	Design Review Board
DRP	Design Review Permit
EIR	environmental impact report
EO	executive orders
EOC	Emergency Operations Center
EPIC	Energy Policy Initiative Center
FAR	floor area ratio
FEMA	Federal Emergency Management Agency
FW	Floodway
GDMSP	Garden Del Mar Specific Plan
GHG	greenhouse gas
GWP	global warming potential
HCP	habitat conservation plan
HP-OZ	Historic Preservation Overlay Zone
HVAC	heating, ventilation, and air conditioning
ICLEI	Local Environmental Initiatives
in/sec	inch per second
LBP	lead-based paint
LCP	Local Coastal Program

IT	Information Technology
L <sub>eq</sub>	hourly equivalent sound level
L <sub>pw</sub>	sound power level
LOS	level of service
LUP	Land Use Plan
MBTA	Migratory Bird Treaty Act
MMTCO <sub>2</sub> E	million metric tons of CO <sub>2</sub> equivalent
mph	miles per hour
Municipal Code	Del Mar Municipal Code
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
NO <sub>2</sub>	nitrogen dioxide
NOP	Notice of Preparation
NRHP	National Register of Historic Places
O <sub>3</sub>	Ozone
OEHHA	Office of Environmental Health Hazard Assessment
OS	Open Space
PF	Public Facilities
PM <sub>10</sub>	particulate matter less than 10 microns in diameter
PM <sub>2.5</sub>	particulates 2.5 microns or less in diameter
PPV	peak particle velocity
RAQS	Regional Air Quality Strategy
RWQCB	Regional Water Quality Control Board
SANDAG	San Diego Association of Governments
SANTEC/ITE	San Diego Traffic Engineers' Council and the Institute of Transportation Engineers
SB	Senate Bill
SCAB	South Coast Air Basin
SCH	State Clearinghouse
SCIC	South Coastal Information Center
SCST	Southern California Soil & Testing
SDAB	San Diego Air Basin
SDAPCD	San Diego County Air Pollution Control District
SIP	State Implementation Plan
SJVAPCD	San Joaquin Valley Air Pollution Control District
SMAQMD	Sacramento Metropolitan Air Quality Management District
SO <sub>2</sub>	sulfur dioxide
TAC	Toxic Air Contaminant
TCM	Transportation Control Measure
TIA	Traffic Impact Analysis
TPH	Total Petroleum Hydrocarbons
U.S. EPA	United States Environmental Protection Agency
USTs	underground storage tanks
VOC	volatile organic compounds
WRCC	Western Regional Climate Center

## S.0 Executive Summary

### S.1 Synopsis

This summary provides a brief synopsis of: (1) the Del Mar City Hall/Town Hall project; (2) the results of the environmental analysis contained within this Environmental Impact Report (EIR), (3) the alternatives that were considered, and (4) the major areas of controversy and issues to be resolved by decision-makers. This summary does not contain the extensive background and analysis found in the document. Therefore, the reader should review the entire document to fully understand the project and its environmental consequences.

The Del Mar City Hall/Town Hall Project is a City-initiated proposal to redevelop the existing City buildings at 1050 Camino del Mar, within the City. This project is an example of a project design in tandem with the environmental review process, whereby the design is informed by not only the public outreach and involvement, but also environmental analysis. Public comments received on the analysis and within hearing and workshops on the proposed project have resulted in refinements to the conceptual site plan analyzed within the Draft EIR. Further information, photographs and exhibits, and modeling have been included in the analysis to reflect the refinements of the conceptual site plan have been incorporated into the Final EIR in a ~~strikeout~~ and underline format.

#### S.1.1 Location and Setting

The proposed project would be located on the site of the existing City administration center (City Hall), occupying the approximately 1.5-acre eastern half of the city block bounded by residential properties and Stratford Court to the west, 10<sup>th</sup> Street to the south, 11<sup>th</sup> Street to the north, and fronting Camino del Mar to the east. Existing development on the proposed City Hall/Town Hall site consists of structures and surface parking lots. Surrounding land use is a combination of mixed use—commercial along the Camino del Mar corridor, and residential developments immediately beyond that corridor, and adjacent to the project site to the west, southwest, and northwest. Two vacant commercial lots and a small boutique hotel are located immediately south of the project site, and an office building is located immediately north.

Temporary relocation of the existing City administrative operations would be located at the parking area of the Shores Park located east of Stratford Court and south of 9<sup>th</sup> Street. Portable structures would be placed on the lower pad that is paved for overflow parking for both the Shores Park and the private Winston School, which is located immediately north of the parking area. There are residential properties located to the west across Stratford Court and immediately to the south of the relocation site.

## S.1.2 Project Overview

A detailed description of the proposed project, including a description of the history and background of the planning efforts associated with the development of a new City Hall, is contained in Chapter 3.0, Project Description. An overview of the project is provided below.

The proposed project includes the construction of new City administration facilities (City Hall) to accommodate the existing civic functions within an approximately 9,250-square-foot City Hall facility, an approximate 3,200-square-foot Town Hall meeting room that can accommodate up to 150 persons, with an expansion ability to accommodate up to 250 persons using a breezeway, an approximately 15,000-square-foot outdoor public plaza, and parking for up to 160 vehicles. Construction of the proposed project may be phased for construction and demolition. Figure 3-2 is the refined conceptual site plan of the proposed project (near-term development) currently submitted to the Design Review Board for consideration. Figure 3-3 is the refined conceptual site plan at buildout with the identification of the expansion areas.

Uses proposed within the initial- or near-term phase of the City Hall development would be the same as currently exist, including offices, public counters, meeting rooms, and restrooms. No increase in staffing is proposed, nor are other departments proposed to be relocated to the site as part of this project. The Town Hall would accommodate the City Council chambers, community meeting space, and the Del Mar television studio network offices. An increase in meeting space would allow for events up to 250 people and more frequent use of the civic facilities by the community for public meetings and workshops.

An outdoor public plaza and spaces are is designed to be an open areas with flexible space. Specifically, the Del Mar Town Commons, located immediately to the east of City Hall and north of Town Hall, would support uses including but not limited to, performances, art exhibits, community gatherings, and farmers' market space, as well as seating areas. Uses in this area may utilize outdoor amplified sound systems and lighting, oriented and focused toward the event and attendees. The farmers' market may also be located in the lower surface parking lot to the west. Parking would be located in a surface parking lot along the western property boundary accessed for both ingress and egress (entrance and exit) from 11<sup>th</sup> Street; and within the one- to two-story parking garage proposed beneath the City Hall building and a portion of the outdoor plaza. Access for the parking garage would be from both 10<sup>th</sup> and 11<sup>th</sup> streets. The City may consider an option to install a driveway connecting the surface lot with the parking garage, approximately aligned but not connected with the alley immediately to the west. This would allow for consideration of a gated access at the north end of the surface parking lot to limit direct access off 11<sup>th</sup> Street to oversize and emergency vehicles or for special events, with access for the surface parking lot through the parking garage.

The Town Hall Overlook and Town Hall Terrace are located at the southeastern portion of the site, south of Town Hall and City Hall, respectively. The Town Hall Overlook is proposed for access off Camino del Mar as a public space for access to on-site views both to the west to the Pacific Ocean and to the east, to the hills of Del Mar. The Town Hall Terrace is the proposed location of expansion area B. While shown as a public space, this area was revisited by the City Council on December 7, 2015, and may be redesigned to be gated and limited to approximately

300 square feet of usable space for City employees plus an access walkway. Or alternatively, this area may be partially removed. This design option would leave a small gated usable space for City employees, and the remaining Town Hall Terrace removed altogether structurally and replaced with a recessed garage access.

A future expansion areas (up to for an additional 20,000 square feet) of for public facility uses consistent with the Public Facilities designation of the City's Zoning Ordinance is are included as part of the project. Specific uses and timeline for this future expansion area are not defined at this time but may include expansion of the Town Hall, City Hall, plaza, relocation of the Alvarado House, or additional uses as allowed in the Public Facilities zone. Development of the future expansion area would be reviewed for compliance with the existing land use and zoning, design review, and consistency with this EIR.

Existing City administrative operations would be relocated to a temporary relocation site at the Shores Park parking area. Temporary portable structures would be occupied at this location for approximately 30 months, at which time all temporary uses would be removed.

### **S.1.3 Project Objectives**

The following primary project objectives have been developed to frame and support the purpose of the project, assist the Lead Agency in developing a reasonable range of alternatives to be evaluated in this EIR, and ultimately aid decision-makers in consideration of the potential environmental effects:

- Create an activated civic facility with adequate space for existing administrative functions, with public meeting spaces and facilities.
- Provide a flexible hearing and meeting space that could allow for indoor and outdoor uses to come together.
- Develop public outdoor areas within the project site for various passive and active uses.
- Maintain multi-modal access to the site, including parking for cars and facilities for bicycles, and Americans with Disabilities Act (ADA) compliant access and connections for pedestrians.
- Create sufficient parking for City staff and public use during the day, and for planned events outside of normal business hours.
- Maintain significant views for neighboring residential properties and view corridors associated with public spaces.
- Provide for future expansion areas within the project site consistent with the existing land use and zoning regulations.

## S.1.4 Discretionary Actions

The proposed project requires the following discretionary actions on the part of the City Council:

1. Design Review Permits for the City Hall/Town Hall site and the temporary relocation site at the Shores Park.
2. Coastal Development Permits for both the City Hall/Town Hall site and the temporary relocation site at the Shores Park as detailed in Chapter 30.75 et al. of the Del Mar Municipal Code.
3. Land Conservation Permit (Del Mar Municipal Code Chapter 23.33) for proposed grading outside the footprint of a structure that exceeds 25 cubic yards of cut or fill, and alteration in the existing or natural grade elevation in excess of 18 inches.
4. Tree Removal Permit for the removal of trees on public lands.
5. Alley (Street) Vacation for an unimproved, 20-foot-wide, east-west alley between the two parcels comprising the City Hall site.
6. Boundary (Lot Line) Adjustment for relocation of the existing boundary between the two project parcels to accommodate required parking.

All of these actions are covered by this EIR.

## S.2 Summary of Significant Effects and Mitigation Measures that Reduce or Avoid the Significant Effects

Table S-1, located at the end of this section, summarizes the results of the environmental analysis completed for the proposed project. As summarized in Table S-1 and discussed in Chapter 4.0, the proposed project would result in potentially significant impacts associated with the issues of aesthetics, cultural resources and noise. The issue areas of air quality, greenhouse gas emissions, land use, and traffic would result in less than significant impacts (See Chapter 4.0, Environmental Analysis), as well as the impacts associated with agriculture and forestry resources, biological resources, hazards and hazardous materials, mineral resources, geology and soils, hydrology and water quality, population and housing, public services, recreation, and utilities and service systems (See Chapter 6.0, Effects Found Not to be Significant). Cumulative impacts ~~which~~ are included in the issue analysis, and would be less than significant for all issues.

## S.3 Areas of Controversy

As identified in the Notice of Preparation and scoping process, and subsequently during public review and hearings on the project, areas of controversy related to environmental issues center on:

- Potential unreasonable blockage of views from public right-of-way and private residential views.
- Project traffic concentrated at the proposed driveways on 11<sup>th</sup> Street.
- Noise from increased activity of the project site.
- Air quality and odor emissions from the proposed parking garage.
- The noise, traffic, and land uses at the Shores Park temporary relocation site.

## S.4 Issues to be Resolved by the Decision-Making Body

The City Council will need to determine whether the impacts of the proposed project have been adequately disclosed and mitigation measures would be feasible for reducing or avoiding impacts. Further, the City Council will also need to make a determination of whether the alternatives proposed would be preferable as a means of lessening or avoiding impacts identified for the proposed project while meeting the project objectives.

## S.5 Project Alternatives

CEQA Guidelines mandate that the EIR analyze a range of reasonable alternatives to the project, which would feasibly attain most of the basic objectives but would avoid or substantially lessen any of the significant effects. These alternatives allow informed decision making and public participation. The alternatives fully evaluated in Chapter 7 include the No Project (No Development/Existing Condition) Alternative and a Reduced Project Alternative. Also analyzed within this section are alternatives for the proposed temporary relocation. They include Public Hearings at Powerhouse Park Community Building or Other Meeting Rooms; Public Hearings at the Winston School Auditorium; Temporary Facilities Placed on the Upper Shores Park Property; and Commercial Properties for Administrative Offices. This approach would allow for flexibility, where all facilities would not be required to be at a single site, and could be separated into multiple locations based on facilities sizing and availability.

### S.5.1 No Project (No Development/Existing Condition) Alternative

The No Project (No Development/Existing Condition) Alternative is addressed to compare the environmental effects of the property remaining in its existing state against environmental effects which would occur if the project is approved.

### **S.5.1.1 Description of the No Project (No Development/Existing Condition) Alternative**

The No Project (No Development/Existing Condition) Alternative is required by CEQA to be included to illustrate the environmental effects of the existing on-site uses and structures compared to the environmental effects of the proposed project, and as updated, with the Refined Conceptual Site Plan. The No Project Alternative would involve the continued use of the City Hall site without any substantial improvements or modifications to the site or buildings. City administrative services would continue to be housed in the buildings on-site, including the portable buildings on the upper and lower pads. The abandoned building, immediately south of City Hall, would remain and continue to be unusable due to previous determinations on the building structural safety. City Council, committee and public meetings would continue to be held in the hearing building, along with television studio operations. Under the No Project Alternative there would be no need for temporary relocation to another site. As a result, the proposed improvements to the driveway access and Shores Park fencing along the southern and western property boundaries would not occur.

### **S.5.1.2 Conclusion**

Because no development would occur, no “impacts,” as defined pursuant to CEQA would occur. However, the No Project Alternative would result in the continued use of aged buildings and the existing abandoned building would not be removed. In November 2005, and subsequently in September 2013, the City retained Ninyo & Moore to conducted an asbestos and lead-based paint survey, and limited hazardous building materials survey update, respectively, for the on-site City buildings. Based on the 2005 survey, asbestos containing materials (ACMs) and lead-based paint (LBP) were present in both of the original buildings (City Hall and storage building). While the presence of ACMs and LBPs in a building does not necessarily mean that the health of the occupants is endangered, when ACMs and LBP deteriorates, is in damaged condition, or is disturbed, such as during renovation operations, dust may be released, creating a potential health hazard for building occupants, maintenance personnel, and contractors. During the 2013 survey only the storage building was analyzed for updated information, and following this review, the storage building was deemed to be unsafe and access is no longer permitted. With the No Project Alternative, which would involve the continued use of the City Hall site without any substantial improvements or modifications to the site or buildings, proper removal and containment of these hazardous building materials known to occur within the structures would not be accomplished. See Appendix I for copies of the reports.

No permits or other discretionary actions would be required for this alternative, and the continued operation of the site would not result in any conflicts with existing Public Facilities (PF) land use designation and zoning. The existing visual landscape and both public on-site views, and right-of-way and private views through the site would not be altered with the No Project Alternative. No changes to the existing circulation within the area, specifically driveways and parking on-site, would occur under the No Project Alternative.

The existing condition has view blockages related to the City Hall buildings on the upper pad and landscaping on-site. The No Project Alternative would not change these obstructed views.

The significant and ~~unmitigable~~ mitigated impacts to scenic views and light and glare associated with the proposed project ~~(as refined)–development~~ would be avoided with this alternative, as the impacted views already exist. This alternative would not result in the new on-site public viewing areas proposed in the Civic Plaza and on the south side of City Hall.

Air and greenhouse gas emissions associated with construction of the proposed project would be avoided; however, the energy efficiencies that would be gained from the development of new City facilities would not be realized with the No Project Alternative. Noise associated with construction would be avoided with this alternative; however, the existing operational noise (e.g., HVAC, traffic and parking) would remain at the same level as currently exists. Under the No Project Alternative, the buildings would continue to attenuate existing vehicular noise that is generated on Camino del Mar for some of the residential properties to the west. The grading and excavation associated with the proposed project would be unnecessary, and therefore, the potential impacts to cultural resources, specifically subsurface historic, prehistoric, and paleontological, would be avoided with the No Project Alternative.

As stated above, with the No Project Alternative, relocation of City administrative operations to another site would not be necessary. Therefore, all potential impacts, including those that would be less than significant, would not occur to the temporary relocation site at the Shores Park.

## **S.5.2 Reduced Project Alternative**

### **S.5.2.1 Description of the Reduced Project Alternative**

The Reduced Project Alternative would reduce the potential for development of the future expansion areas to expansion area B, located immediately south of City Hall, and expansion area C, located in the southwestern corner of the project site, approximately 4,500 square feet. This alternative would omit expansion area A in the northeastern portion of the site in the plaza. Under this alternative, the total expansion area would be approximately 7,200 square feet. See Figure 7-1 for the conceptual site plan for the Reduced Project Alternative.

Additionally, the parking stalls located in the surface parking lot, facing westward (approximately 28 spaces) would be removed from the proposed project. The remaining parking would be approximately 132 spaces between the parking garage and the eastern facing parking row within the surface parking lot. These removed parking stalls ~~spaces~~ would have been overflow parking for public and commercial use, as well as for public events, and would not be required to meet the Del Mar Municipal Code for parking on-site.

The temporary relocation to the Shores Park would still be required for the Reduced Project Alternative.

The Reduced Project Alternative would reduce the potential for development of the future expansion areas to expansion area B, located immediately south of City Hall, and expansion area C, located in the southwestern corner of the project site, approximately 4,500 square feet. This alternative would omit expansion area A in the northeastern portion of the site in the

plaza. Under this alternative, the total expansion area would be approximately 7,200 square feet. See Figure 7-1 (revised) for the refined conceptual site plan without expansion area A for the Reduced Project Alternative.

Additionally, the parking stalls located in the surface parking lot, facing westward (approximately 28 spaces) would be removed from the proposed project. The remaining parking would be approximately 132 spaces between the parking garage and the eastern facing parking row within the surface parking lot. These parking spaces-stalls removed would have been for overflow parking for public and commercial use, as well as for public events, and would not be required to meet the Del Mar Municipal Code for parking on-site.

The temporary relocation to the Shores Park would still be required for the Reduced Project Alternative.

### **S.5.2.2 Conclusion**

This alternative would be consistent with the existing land uses and zoning for the site, and would meet the goals and policies for development of the proposed City Hall and Town Hall. The reduced project would not require any additional permits.

The Reduced Project Alternative would decrease the total building square footage that could be developed on the site, thereby potentially reducing the effects on both public right-of-way and private residential views that would be impacted by the development of expansion area A under the proposed project. As previously stated, the refined project design developed in response to public input has resulted in more design details allowing for a refined analysis of impacts, as well as comprehensive mitigation that would reduce the impact to below a level of significance. With the Reduced Project Alternative, the changes in public on-site and adjacent scenic views would not occur, and those mitigation measures related to the future development of expansion area A would no longer be applicable to the proposed project.

~~Specifically expansion area A would be eliminated and would avoid the significant and unmitigable impact related to the unreasonable blockage of scenic views (Impact AES-3). Impacts to public and private views and from light and glare, identified for the proposed project (as refined, refer to Figure 3-2 and 3-4) would be slightly reduced with this alternative (Impacts AES-1, AES-2, AES-3, and AES-4). The recommended mitigation measures shall be incorporated into the Reduced Project Alternative (MM-AES-1, MMAES-2, and MM-AES-3, and MM-AES-4).~~

As with the proposed project, the Reduced Project Alternative would still require the same grading and excavation for site development and could directly or indirectly impact cultural resources, including subsurface historic, archaeological, and paleontological resources (Impacts CUL-1, CUL-2, and CUL-3). Implementation of the mitigation measures recommended for the proposed project (MM-CUL-1 and MM-CUL-2) shall be incorporated with this alternative if it is adopted.

The Reduced Project Alternative would have the same construction noise impacts as identified for the proposed project. Grading and construction activities would be the same; therefore, noise impacts at the northern, western, and southern property boundary (Impact NOS-1) would

result from this alternative. Since this alternative would not include the parking in the lower surface lot, facing westward along the western property boundary, impacts would be reduced but would still be significant (Impact NOS-3). Implementation of the mitigation measures recommended for the proposed project at the project site (MM-NOS-1 and MM-NOS-3) shall be incorporated into this alternative if it is adopted.

Air quality and greenhouse gas emissions, while they do not exceed the thresholds for significance and are not considered significant, would be lessened due to the reduction of building area, and in turn energy and materials. It is anticipated that the traffic associated with the Reduced Project Alternative would be generally the same as that of the proposed project, since the proposed project, including the expansion areas, would not generate traffic but accommodate the public accessing City facilities and commercial businesses in proximity to the project site.

This alternative would result in the same significance determination for issue areas addressed in Chapter 6.0, Effects Found Not to be Significant, which include agriculture and forestry resources, biological resources, geology and soils, hazards and hazardous materials, hydrology and water quality, mineral resources, population and housing, public services, recreation, and utilities and service systems.

Relocation of City administrative operations to another site would still be necessary. Assuming the temporary relocation would be at the lower parking area of the Shores Park, all potential impacts at this site would occur as part of the Reduced Project Alternative. Those impacts would be associated with construction of the proposed driveway improvements on subsurface resources (Impacts CUL-1 and CUL-2) and construction and operational noise (Impacts NOS-2 and NOS-4) on adjacent sensitive receptors. Therefore, implementation of the mitigation measures MM-CUL-1, MM-NOS-2, and MM-NOS-3~~4~~, recommended to reduce these impacts for the proposed project shall be incorporated into this alternative if it is adopted.

## **S.5.3 Temporary Relocation Alternatives**

### **S.5.3.1 Description of the Temporary Relocation Alternatives**

To allow for consideration of temporary relocation options, the City has considered alternatives to allow for placement of City operations, including public hearings and workshops, and television studio operations, at various locations. The alternatives proposed for the temporary relocation are discussed below.

#### **Public Hearings at Powerhouse Park Community Building or Other Existing Meeting Rooms**

This temporary relocation alternative would locate the City administrative offices and the television studio operations on the Shores Park property, while all public hearings (e.g., City Council, Planning Commission, and Design Review Board) and workshops would be located at the Powerhouse Park Community Building or other existing meeting rooms, such as schools or auditoriums. Driveway improvements at Stratford Court would still be required at the Shores Park site. No improvements to community meeting facilities would be necessary to accommodate public hearings at these sites, as they are designed for large public gatherings.

## **Public Hearings at the Winston School Auditorium**

Under this alternative, the proposed City administrative offices and television studio operations would still be located on the lower pad, south of the Winston School, while all public hearings (e.g., City Council, Planning Commission, and Design Review Board) and workshops would be located within the Winston School auditorium. The driveway improvements at Stratford Court would be included. No other improvements to Winston School would be necessary.

## **Temporary Facilities Placed on the Upper Shores Park Property**

This temporary relocation alternative would locate the proposed City administrative offices and additional temporary portables for the hearing room and television studio operations on the upper Shores Park site. Temporary restroom facilities would be provided on the Shores Park property for both the administrative office space and public meeting space as part of this alternative. The same driveway improvements at Stratford Court would be necessary with no additional improvements required to access the upper lot. No trees in the upper lot would be removed for this alternative, and limited, shallow trenching for utilities connections would be required.

## **Commercial Properties for Administrative Offices**

This alternative would allow for specific administrative offices to be located at rented or leased commercial properties within the City at a smaller square footage than considered above under Section 7.1.3.3, Alternatives Considered but Rejected. Under this reduced square footage, civic services could be separated into smaller leased facilities for the 30 month relocation period, thereby reducing the level of operation on the Shores Park site. The temporary relocation facilities at the Shores Park could be reduced or eliminated if another alternative scenario is also selected such as alternative use of Powerhouse Park or the Winston School Auditorium for public hearings. The driveway improvements at Stratford Court to allow for both ingress and egress would only be constructed if remaining services were proposed at the Shores Park property.

### **S.5.3.2 Conclusion**

#### **Public Hearings at Powerhouse Park Community Building or Other Existing Meeting Rooms**

This alternative would result in the same impacts as the Shores Park site with respect to grading impacts to cultural resources (CUL-1 and CUL-2) and construction noise (NOS-2). However, because the City administrative offices would close at 5:30 p.m., noise level limits associated with the public hearings scheduled in the evening, specifically the nighttime hours (10:00 p.m. to 7:00 a.m.) would not occur. Therefore, the recommended mitigation measures CUL-1 and NOS-2 would still be required for this relocation alternative.

With respect to the public hearings at Powerhouse Park Community Building or other existing facilities, traffic conditions near Powerhouse Park and other community meeting facilities

include regular use of these meeting rooms for special events and were considered at the time the Powerhouse Park Community Building and other public meeting spaces were approved and constructed. The traffic activity generated by a public hearing would be no greater than a similar public event and would not create any unforeseen traffic or parking conditions near the community center. It should be noted, that parking for this site, would be limited to the paid public parking; however, this is not an issue that must be considered under CEQA.

Noise levels and air quality and greenhouse gas emissions would not exceed those already contemplated for the facilities upon approval of permits and entitlements.

### **Public Hearings at the Winston School Auditorium**

Under this alternative the proposed City administrative offices would still be located on the lower pad, south of the Winston School, while all public hearings (e.g., City Council, Planning Commission, and Design Review Board) and workshops would be located within the Winston School Auditorium. The driveway improvements at Stratford Court to allow for both ingress and egress would be included, and would still result in impacts to cultural resources (CUL-1 and CUL-2) and construction noise (NOS-2). No other improvements to Winston School would be necessary.

Noise levels associated with persons attending and congregating outside meetings and hearings would be attenuated by the Winston School auditorium. However, the noise associated with people dispersing following a meeting after 10:00 p.m. would still occur with this relocation alternative (NOS-4). Therefore, the recommended mitigation measures CUL-1, NOS-2, and NOS-~~3~~4 would still be required for this relocation alternative.

### **Temporary Facilities Placed on the Upper Shores Park Property**

The proposed City administrative offices and additional temporary portables for the hearing room and television studio operations would be located on the upper Shores Park site. Temporary restroom facilities would be provided on the Shores Park property for both the administrative office space and public meeting space as part of this alternative. The driveway improvements at Stratford Court would be necessary to allow for both ingress and egress to the site, and would still result in impacts to cultural resources (Impacts CUL-1 and CUL-2) and construction noise (Impact NOS-2). The driveway to the upper lot would not be improved and no trees in the upper lot would be removed for this alternative. Limited, shallow trenching for utility connections would be required. See Figure 7-2 for approximate site location on the upper lot.

Should this alternative be selected, the analysis provided for the proposed project would adequately reflect the traffic patterns that would occur under this alternative as parking and access would be the same.

Because the City administrative offices would close at 5:30 p.m., noise level limits associated with public hearings during nighttime hours (10:00 p.m. to 7:00 a.m.) would not occur. Under this alternative, the noise levels associated with persons attending and congregating outside

meetings and hearings will be located further away for the sensitive receptors identified for the proposed project. Impact NOS-4 would be avoided under this alternative.

With respect to the visual effects of this alternative on public right-of-way and private residential views, as illustrated in the attached photos in Figures 7-3a and 7-3b, the upper lot is well below Camino del Mar. The first-floor roofline of the existing development on the site is representative of the height of the portable structure that would be placed on this site, which would be single-story. Additionally, the vegetation on the site would further screen the addition of this building from the roadway. No “blue water” views would be lost with the placement of the Town Hall buildings on the upper lot. Similar to the proposed temporary relocation site, this alternative would not result in any significant impacts related to aesthetics and visual quality.

### **Commercial Properties for Administrative Offices**

This alternative would allow for specific administrative offices to be located at rented or leased commercial properties within the City at a smaller square footage than required for all components of the project as discussed above under Section 7.2, Alternatives Considered but Rejected. Under this reduced square footage, civic services could be separated into smaller leased facilities for the 30-month relocation period, thereby reducing the level of operation on the Shores Park site. The temporary relocation facilities at the Shores Park could be reduced, or if another alternative scenario is selected that would relocate the public hearings to another site, not could avoid use of the Shores Park altogether located on the property (e.g., such as with alternative use of Powerhouse Park or the Winston School Auditorium for public hearings) under this alternative. The driveway improvements at Stratford Court to allow for both ingress and egress would only be constructed if remaining services were proposed at the Shores Park property, and as such impacts to cultural resources (Impacts CUL-1 and CUL-2) and construction noise (Impact NOS-2) would still occur. Should City Hall administrative services be placed in commercial buildings within the City, they would replace similar office-related uses that would generate similar traffic-related trips. Therefore, there would be no unforeseen changes in traffic conditions as a result of this alternative. However, City operations would be impacted by not maintaining the departments together.

### **S.5.5 Environmentally Superior Alternative**

CEQA Guidelines section 15126.6(e)(2) requires that an EIR identify the “environmentally superior” alternative based on the evaluation of the Plan and its alternatives. The No Project (No Development/Existing Condition) Alternative would avoid all impacts and would be the environmentally superior alternative. However, pursuant to the CEQA Guidelines (Section 15126.6 (e)(2), if the No Project Alternative is determined to be the most environmentally superior project, then another alternative among the alternatives evaluated must be identified as the environmentally superior project. The project itself may not be identified as the environmentally superior alternative.

The Reduced Project Alternative is identified as the environmentally superior alternative as it would avoid or reduce the significant and mitigated/unmitigable impacts (as analyzed under the

refined project design, refer to Figure 3-2 and 3-3) to scenic views resulting from construction of expansion area A. Additionally, this alternative would reduce the proposed project impacts associated with operational noise inat the western portion of the project site~~property line~~. While air quality and greenhouse gas emissions would not exceed the thresholds for significance with the proposed project, the Reduced Project Alternative would reduce these impacts. The Reduced Project Alternative would also attain most of the proposed project's objectives.

**Table S-1  
Summary of Significant Environmental Analysis Results**

Environmental Issue	Results of Impact Analysis	Mitigation Measure	Impact Level after Mitigation
<b>AESTHETICS</b>			
<p><i>Threshold AES-1: Views</i></p>	<p>Improper selection and placement of landscaping, particularly larger specimen trees could block ocean views from private residential views as well as public views along 10th Street, 11th Street, and Camino del Mar. These impacts would not likely occur in the short term, but would occur as landscaping matures <u>if vegetation is dense or exceeds an elevation of 142 feet AMSL. Ocean views from the east of the project site could be obstructed</u> which would result in a significant impact to <del>blue water views</del> (Impact AES-1).</p> <p>Public views northbound along the segment of Camino del Mar immediately adjacent to the project are <u>blocked by existing vegetation. Southbound</u> While public views from Camino del Mar would be maximized through the project design; however, certain project features could unnecessarily block ocean views such as the low wall proposed at the western edge of the civic plaza space and the proposed trellis, if it becomes heavily vegetated with landscaping. As a result, <u>resulting in</u> a significant impact to scenic views <u>would occur from public viewing spaces on the project site and along the Camino del Mar frontage as a result of initial development of the project, without construction of expansion areas</u> (Impact AES-2)</p> <p>Construction of the expansion areas A, B, and C <u>would result in the obstruction of some views southbound along Camino del Mar. block views of the ocean from the north end of Camino del Mar along the project frontage. While this view blockage would be similar to the existing condition due to existing structures at the north east corner of the site, the initial phase of the project would remove the existing structures and provide a civic plaza with public ocean viewing opportunities. Construction of expansion area A would block the ocean views created by the initial construction of the project. Thus, when compared to the initial phase of the project, expansion area A-Thus, buildout construction of the project site would result in a significant impact to ocean views when compared to the existing condition</u> (Impacts AES-3).</p>	<p><b>MM-AES-1:</b> To mitigate Impact AES-1, final landscaping plans shall consider the view corridors and either select plant material that are at or less than the building height <u>(153–157 feet AMSL) on the Town Commons, Entry Garden, or Ocean View Terrace; or, if taller, strategically placed to minimize view impacts. Landscape in the western portion of the site should not exceed 142 feet AMSL in height; or if taller, strategically placed to minimize view impacts. The final landscaping plan shall be reviewed by City staff for review with written approval against the Design Review permit and the Final EIR to ensure that the plan adequately meets the intent of this mitigation measure.</u></p> <p><b>MM-AES-2:</b> To mitigate Impact AES-2, the City shall implement the following <u>design criteria mitigation measures</u> on the project site. <u>The final plans shall be reviewed by City staff for review with written approval against the Design Review permit and the Final EIR to ensure that the following conditions are met.:</u></p> <ul style="list-style-type: none"> <li>• The safety wall along the western and northern edge of the civic plaza shall be made of a transparent or semi-transparent (50 percent transparency%) material, such as a wall or planter on the bottom, with open railing on the top, to allow for open views to the west.</li> <li>• Trellis landscaping shall not be permitted in the area north of the City Hall building that is within the view corridor, <u>unless the vegetation adheres to the structure (i.e., vines) and with continued maintenance by the City so that the open views throughout the trellis are maintained.</u></li> <li>• No permanently erected shade structures shall be permitted in <u>northern portion of the civic plaza (north of City Hall), any of the designated on-site public viewpoints (refer to Figure 3-4 added). Shade structures that can be opened (e.g., umbrellas) for shade may be located in these areas. Further, art installations that may result in the provision of shade are permitted.</u></li> </ul> <p><b>MM-AES-3:</b> To mitigate Impact AES-3, the City shall implement the following <u>design criteria on the project site to ensure build-out of the project is mitigated. The final plans for any expansion area building shall be reviewed by the DRB to ensure that these conditions are met.</u></p> <ul style="list-style-type: none"> <li>• <u>Provide the Town Hall Overlook to ensure continued scenic views to the southwest and approximately 50 percent toward the west.</u></li> <li>• <u>Limit new structures, public furniture, and public art to achieve approximately 50 percent or more of the Ocean View Terrace (refer to Figure 3-4) to ensure continued scenic views to the west, including to the southwest and northwest.</u></li> <li>• <u>Use of open and transparent materials shall be used to the greatest extent practicable in the upper (eastern) portion of the site, within expansion area A and B, where new structures are being constructed for on-site use.</u></li> <li>• <u>Limit the roofline of expansion area B to not exceed the height of the roofline of the adjacent City Hall structure as constructed.</u></li> </ul>	<p>Less than Significant <del>for Impact AES-1 and AES-2</del></p> <p>Significant and Unavoidable for Impact AES-3</p>

**Table S-1  
Summary of Significant Environmental Analysis Results**

Environmental Issue	Results of Impact Analysis	Mitigation Measure	Impact Level after Mitigation
<b>AESTHETICS (cont.)</b>			
		<ul style="list-style-type: none"> <li>• <u>Site buildings associated with expansion area A in a manner such that view access from Camino del Mar is approximately 50 percent of the length from the northeastern corner of City Hall to the northern property line. Such design considerations may include open patios, outdoor cafes, transparent wall materials, and open interior treatments.</u></li> <li>• <u>The roofline of expansion area A shall be variable to provide horizontal and vertical relief, and to maintain views across the site to the greatest extent practicable.</u></li> <li>• <u>A view corridor between the northern edge of City Hall and the exterior elevator structure shall be protected. Placement of permanent structures shall be low profile, and may include bike storage and maintenance facilities, trash/recycling receptacles, and planter boxes.</u></li> <li>• <u>Maintain on-site landscaping to ensure landscaping is healthy and within the height limits outlined in the adopted landscape plan and associated plant palette.</u></li> <li>• <u>Maintain existing and proposed onsite landscaping to ensure overgrowth onto 10th and 11th streets does not block existing views westward.</u></li> <li>• <u>Reduce and maintain the ground cover landscaping (trees excepted) within the median of Camino del Mar, between 9th Street and 11th Street, to not exceed 24 inches in height, to expand views westward for northbound vehicle occupants and pedestrians on the east side of Camino del Mar.</u></li> </ul> <p><del>No feasible mitigation has been identified to mitigate significant impacts associated with Impact AES 3. However, a Reduced Project Alternative is included in Chapter 7, Alternatives, that would omit expansion area A, and avoid the significant and unmitigable impacts identified above.</del></p>	

**Table S-1  
Summary of Significant Environmental Analysis Results**

Environmental Issue	Results of Impact Analysis	Mitigation Measure	Impact Level after Mitigation
<b>AESTHETICS (cont.)</b>			
<p><i>Threshold AES-4: Light and Glare</i></p>	<p>Onsite lighting at the project site and the temporary relocation site would comply with applicable lighting regulations, including the glazing and exterior lighting requirements in the City's Zoning Ordinance. Even with compliance with regulations, significant impacts from light and glare could occur at the City Hall site due to indoor lighting, vehicle headlights in the parking structure, and outdoor lighting. <u>Similarly, light and glare impacts could occur at the temporary relocation site. Thus, a potentially significant light and glare impact would occur at both the City Hall site (Impact AES-4) and the temporary relocation site (Impact AES-5).</u></p>	<p><del>MM-AES-34</del>: To mitigate Impact AES-4 and AES-5, <u>indoor/outdoor lighting, including during construction, the City shall implement the following <del>mitigation measures</del> design criteria</u> at both the project site and temporary relocation site:</p> <p><u>Project Site</u></p> <ul style="list-style-type: none"> <li>• Light sensors <u>or timers</u> shall be placed on all interior light fixtures within all structures to ensure lights are shut off when rooms or buildings are not in use.</li> <li>• Louvers or other screening mechanisms along the western side of the parking garage shall be implemented to <u>minimize</u><del>reduce</del> light spill to residential properties.</li> <li>• <del>Windows materials shall be used that are designed to be absorptive of light or made of anti-reflective materials.</del></li> <li>• <u>Security lighting (illuminated dusk to dawn) erected during construction shall be placed below the height of the proposed noise attenuation barrier (MM-NOS-1) and oriented downward and away from adjacent residential properties during all phases of construction.</u></li> <li>• Bollard or low wall lighting shall be used in the surface parking lot, placed below the height of the proposed noise wall (MM-NOS-3 <del>and MM-NOS-4</del>)</li> <li>• Plaza lighting shall include low lighting, facing downward and away from residential areas and located on solid surfaces <u>or within low-profile lighting structures such as bollard lighting or step lighting</u><del>where feasible.</del></li> <li>• Parking structure lighting <del>shall</del> be placed on the interior of solid <u>or screened</u> walls, facing inward toward the center of the parking structure.</li> </ul> <p><del>Implementation of the noise wall in MM-NOS-3 and MM-NOS-4 would further mitigate potential light impacts at both the project site and temporary relocation site from vehicle headlights.</del></p> <p><u>Temporary Relocation Site</u></p> <ul style="list-style-type: none"> <li>• <u>Light sensors or timers shall be placed on all interior light fixtures within all structures to ensure lights are shut off when rooms or buildings are not in use.</u></li> <li>• <u>Windows materials shall be absorptive of light or made of anti-reflective materials.</u></li> <li>• <u>The parking area within the Shores Park lower parking lot shall be restriped to orient cars in the easterly or northerly direction, or cars shall be required to back in along the western property boundary.</u></li> <li>• <u>Maintain existing vegetation along the western perimeter of the Shore Park lower parking lot, adjacent to the fenceline.</u></li> </ul>	<p>Less than Significant</p>

**Table S-1  
Summary of Significant Environmental Analysis Results**

Environmental Issue	Results of Impact Analysis	Mitigation Measure	Impact Level after Mitigation
<b>CULTURAL RESOURCES</b>			
<i>Threshold CUL-2: Archeological Resources</i>	<p>Due to the location of the project site in an area of prehistoric and historic use, there is potential for subsurface archaeological deposits to exist on the western one-half of the property, where there has been limited prior grading of the site. Thus, construction of the proposed project has the potential to destroy prehistoric/historic archaeological resources through grading, representing a significant impact (Impact CUL-1).</p> <p>With respect to the temporary relocation of the existing administrative operations to portable structures on the Shores Park site, site preparation activities would include the grading for improved two-way driveway access at the southwestern corner of the property. Impacts to archaeological resources from the improvements to the driveway access, temporary relocation has the potential to destroy prehistoric/historic archaeological resources through grading, representing a significant impact (Impact CUL-2).</p>	MM-CUL-1: To mitigate Impacts CUL-1 and CUL-2, a qualified archaeological monitor and a Native American monitor shall be present during project-related ground-disturbing activities for both the proposed City Hall/Town Hall site development and the driveway improvements at the Shores Park temporary relocation site. The monitors would have the authority to stop and/or divert grading, trenching, or excavating if an archaeological resource is encountered. The qualified archaeologist, and Native American monitor if the discovery is prehistoric, shall evaluate the significance of the discovery. If it is significant, a data recovery program would be implemented in order to mitigate impacts to the resource.	Less than Significant
<i>Threshold CUL-3: Paleontological Resources</i>	The project site is primarily underlain by the Bay Point Formation and thus has a high sensitivity for paleontological resources. The proposed project may result in excavation of previously undisturbed deposits of the Bay Point Formation. This disturbance would have the potential to significantly impact subsurface paleontological resources, representing a significant impact (Impact CUL-3).	MM-CUL-2: To mitigate Impact CUL-3, a qualified paleontological monitor shall be onsite during grading that cuts into the Bay Point Formation, a fossil-bearing formation. The monitor would have the authority to stop and/or divert grading, trenching, or excavating if a significant paleontological resource is encountered. An excavation plan would be implemented to mitigate the discovery. Excavation would include the salvage of the fossil remains (simple excavation or plaster-jacketing of larger and/or fragile specimens); recording stratigraphic and geologic data; and transport of fossil remains to laboratory for processing and curation.	Less than Significant
<b>NOISE</b>			
<i>Threshold NOS-1: Exceedance of Noise Standards</i>	<p>Noise from construction would expose sensitive noise receivers adjacent to the western property line to noise levels up to 79 dB(A) <math>L_{eq}</math> with maximum noise levels of up to 82 dB(A) <math>L_{max}</math>. These noise levels would exceed the City 75 dB(A) <math>L_{eq}</math> noise level limit for construction, representing a significant impact. <u>Construction practices would be the same under any of the design options and would generate, and expose persons, to noise levels in excess of applicable standards during construction, representing a significant impact</u>-(Impact NOS-1).</p> <p>Demolition and construction of the project driveway at the temporary relocation site would generate noise levels at the nearest receiver (717 Stratford Court) of up to 83 dB(A) <math>L_{eq}</math> with maximum noise levels of up to 87 dB(A) <math>L_{max}</math>. These noise levels would exceed the City 75 dB(A) <math>L_{eq}</math> noise level limit for construction and would expose persons to noise levels in excess of applicable standards, representing a significant impact (Impact NOS-2).</p>	<p>MM-NOS-1: To mitigate Impact NOS-1 (<u>Project Site</u>), during all phases of construction that would require equipment to be used outdoors, a noise barrier shall be erected along the entire length of the western property line of the project site. The top of the noise barrier shall be 10 feet above the existing grade, <u>measured from the interior side of the barrier from the finished surface elevations of the western parking lot</u>. The barrier may be constructed of any a material with a minimum weight of 2 pounds per square foot. Noise barriers must not have any gaps or perforations and may be constructed of, but are not limited to, 5/8-inch plywood, 5/8-inch oriented strand board, or hay bales. Alternatively, <del>a portion of the temporary barrier may be shortened if erected atop</del> the permanent barrier identified in MM-NOS-3, <u>if the minimum height of may be constructed to replace a temporary noise attenuation barrier during construction at 10 feet above grade of the finished surface elevation of the western parking lot, in lieu of the construction of a temporary barrier</u> <del>construction site is maintained</del>.</p> <p>MM-NOS-2: To mitigate Impact NOS-2 (<u>Temporary Relocation Site</u>), <u>if the proposed driveway construction is selected for the project</u>, during construction of the proposed driveway improvements at the temporary relocation site, the City shall monitor noise levels during construction, and if noise levels exceed 75 dB(A) <math>L_{eq}</math> at the property line on 717 Stratford Court, a noise barrier shall be erected beginning at the edge roadway and extending east 20 feet along the southern property line. The noise barrier shall be 10 feet above the existing grade and be constructed of a material with a minimum weight of 2 pounds per square foot with no gaps or perforations. Noise barriers may be constructed of, but are not limited to, 5/8-inch plywood, 5/8-inch oriented strand board, or hay bales. Alternatively, a portion of the temporary barrier may be shortened if erected atop the permanent barrier identified in MM-NOS-4, if the minimum height of 10 feet above grade of the construction site is maintained.</p>	Less than Significant

**Table S-1  
Summary of Significant Environmental Analysis Results**

Environmental Issue	Results of Impact Analysis	Mitigation Measure	Impact Level after Mitigation
<b>NOISE (cont.)</b>			
<p><i>Threshold NOS-1: Exceedance of Noise Standards</i></p>	<p>Noise levels at the southern and western property line would not exceed the allowable daytime limits of 55 dB(A) <math>L_{eq}</math> but would exceed the nighttime property line limit of 45 dB(A) <math>L_{eq}</math> due to activities in the lower surface parking lot. Thus, operation of the project would generate, and expose persons, to noise levels in excess of applicable standards during the nighttime hours of 10:00 p.m. and 7:00 a.m., representing a significant impact. <u>Impacts would be the same under any of the design options, exposing persons to noise levels in excess of applicable standards during the nighttime hours.</u> (Impact NOS-3).</p> <p>Operational noise from the temporary relocation site parking lot would not exceed the daytime noise level limits of 55 dB(A) <math>L_{eq}</math> at any receiver; however, noise levels would exceed the nighttime noise level limit of 45 dB(A) <math>L_{eq}</math> at the properties immediately south of the relocation site and across Stratford Court from the parking area, representing a significant impact. <u>Impacts of the refined conceptual site plan would be the same as that analyzed in the original site plan, as detailed above.</u> (Impact NOS-4).</p>	<p>MM-NOS-3: To mitigate Impact NOS-3, <u>(Project Site), depending on the project plan selected (e.g., refined conceptual site plan, internal garage connection (no change in mechanical), or internal garage connection with mechanical relocation), a noise barrier shall be erected along the entire length of the western property line in the lower (western) parking lot of the project site as shown in Figures 4.7-14a (added) and 4.7-14b (added), Figures 4.7-15a (added) and 4.7-15b (added), or 4.7-16a (added) and 4.7-16b (added), reflective of the design option selected (Note: the mitigation is the same in both the a and b figure as coupled for each design option; the mitigation is presented overlaid onto the two modeling scenarios for informational purposes).</u> The top of the noise barrier shall be <u>measured from the finished surface elevation of the western parking lot, a minimum of 8 feet above the existing grade of the parking lot and</u> <del>The barrier shall</del> be constructed of a material with a minimum weight of 2 pounds per square foot with no gaps or perforations. Noise barriers may be constructed of, but are not limited to, masonry block, concrete panels, 18-gauge steel sheets, 5/8-inch plywood, 5/8-inch oriented strand board, <u>glass or plastic bricks,</u> or hay bales. If wood is used as the primary barrier component, the fence boards must overlap or be of “tongue and groove” construction with a joining compound between the boards to ensure there would be gaps or holes in the fence. Additionally, if wood is used, annual inspection and maintenance must be conducted for the life of the project to ensure the barrier continues to perform to the minimum requirements.</p> <p>MM-NOS-4: To mitigate Impact NOS-4 <u>(Temporary Relocation Site), noise barriers shall be erected along the western property line of the temporary relocation site, west of the proposed surface parking lot, and for a length of 160 feet along the southern property line, beginning at the edge of the sidewalk (southeastern corner) and extending easterly, at the temporary relocation site. The top of the noise barriers shall be a minimum of 6 feet above the existing grade and be constructed of a material with a minimum weight of 2 pounds per square foot with no gaps or perforations. Noise barriers may be constructed of, but are not limited to, masonry block, concrete panels, 18-gauge steel sheets, 5/8-inch plywood, 5/8-inch oriented strand board, or hay bales. If wood is used as the primary barrier component, the fence boards must overlap or be of “tongue and groove” construction with a joining compound between the boards to ensure there would be gaps or holes in the fence. Additionally, if wood is used, annual inspection and maintenance must be conducted for the life of the project to ensure the fencing continues to perform to the minimum requirements. Upon completion of the project, and removal of all structures and temporary uses from the site, the noise barrier may be removed, or if it is to remain, no further maintenance would be required for mitigation purposes as outlined above. <u>If nighttime activities do not occur at this site (e.g., hearings or workshops that would run past 9:30 p.m. allowing for departure of all attendees and staff before 10:00 p.m.), this noise attenuation barrier would not be required.</u></u></p>	<p>Less than Significant</p>



# Chapter 1

## Introduction

This Environmental Impact Report (EIR) (State Clearinghouse [SCH] No. 2015051067) has been prepared to address potential environmental effects associated with the proposed Del Mar City Hall/Town Hall Project (proposed project) on the existing City of Del Mar (City) administration property (Assessor Parcel Numbers 300-093-02 and 300-093-03). The project site is approximately 1.5 acres and is located between 10<sup>th</sup> and 11<sup>th</sup> streets, west of Camino del Mar in the City of Del Mar. The proposed project would replace the City administration offices, parking lots, City Council hearing room, and the Del Mar television studios currently located on the property with new offices, meeting spaces, hearing room, outdoor spaces, and parking for up to 160 vehicles, as well as future expansion areas for up to 20,000 square feet of development consistent with the Public Facilities Zoning.

Additionally, the proposed project includes the temporary relocation of the City administrative operations that currently exist on-site, including the Town Hall public functions and City Council and other committee hearings, to the Shores Park parking area in portable structures (Assessor Parcel Number 300-200-01). The occupancy of the temporary relocation site is anticipated to be approximately 30 months, which includes the preparation of the site with improved driveway access and utilities (water, sewer, telecommunications, and electricity); placement of portable structures for temporary use and operation; and removal of proposed project facilities.

A detailed description of the proposed project, including the required discretionary approvals, is provided in Chapter 3.0, Project Description, of this EIR.

## 1.1 Purpose and Legal Authority

### 1.1.1 Purpose

In accordance with the California Environmental Quality Act (CEQA) Guidelines Section 15121, the purpose of this EIR is to provide public agency decision-makers and members of the public with detailed information about the potential significant environmental effects of the proposed project, possible ways to minimize its significant effects, and reasonable alternatives that would reduce or avoid any identified significant effects.

## **1.1.2 Legal Authority**

This EIR has been prepared by the City of Del Mar, as Lead Agency, in compliance with the criteria, standards, and procedures of CEQA of 1970 as amended (Public Resources Code, Section 21000 et seq.), and the CEQA Guidelines (California Code of Regulations, Title 14, Section 15000 et seq.).

### **1.1.2.1 Lead Agency**

The City is the Lead Agency for the proposed project, pursuant to Article 4 (Sections 15050 and 15051) of the CEQA Guidelines. The Lead Agency, as defined by CEQA Guidelines Section 15367, is the public agency that has the principal responsibility and authority for carrying out or approving a proposed project. As Lead Agency, the City Planning and Community Development Department conducted a preliminary review of the proposed project and determined that an EIR was required in accordance with CEQA (Appendix A). The analysis and findings in this EIR reflect the independent, impartial conclusions of the City.

### **1.1.2.2 Responsible and Trustee Agencies**

State law requires that all EIRs be reviewed by responsible and trustee agencies. A Responsible Agency, defined pursuant to CEQA Guidelines Section 15381, includes all public agencies other than the Lead Agency that have discretionary approval authority over one or more actions involved with project implementation. A Trustee Agency is defined in Section 15386 of the CEQA Guidelines as a state agency having jurisdiction by law over natural resources affected by a project that are held in trust for the people of the state of California. There are no designated responsible or trustee agencies for this project.

## **1.2 EIR Type, Scope, Organization, and Content**

### **1.2.1 Type of EIR**

This EIR has been prepared as a Project EIR, as defined in Section 15161 of the CEQA Guidelines. A project-level EIR examines the environmental impacts of a specific development project, and focuses primarily on the changes in the environment that would result from the development of that project (per Section 15161, CEQA Guidelines). All phases of the project, including demolition, construction, relocation of existing operations, and implementation and operation of present and future phases to the extent practicable, must all be examined as part of this EIR.

### **1.2.2 EIR Scope**

The scope of analysis for this EIR was determined by the City as a result of initial project review and completion of the CEQA Guidelines Appendix G Initial Study Checklist, consideration of agency and public comments received in response to the Notice of Preparation (NOP) circulated May 21, 2015, through June 22, 2015, and a public scoping meeting held on

June 1, 2015. The Initial Study Checklist, NOP, and letters received during the 30-day scoping period are included in Appendix A of this EIR.

Through these scoping activities, the proposed project was determined to have the potential to result in the following significant environmental impacts:

- Land Use
- Aesthetics
- Cultural Resources
- Transportation/Traffic
- Air Quality
- Greenhouse Gas Emissions
- Noise

## 1.2.3 EIR Organization and Content

### 1.2.3.1 Organization and Content

The EIR has been organized in accordance with the most recent CEQA Guidelines. A brief summary of the organization and content of this EIR is provided below:

- **Executive Summary** provides a brief description of the proposed project, identification of areas of controversy, a summary of the EIR analysis, as well as a summary table identifying significant impacts, proposed mitigation measures, and impact level after mitigation. A summary of the alternatives and a comparison of the potential impacts of the alternatives with those of the proposed project are also included.
- **Chapter 1.0, Introduction** contains an overview of the legal authority, purpose, and intended uses of the EIR, as well as its scope and organization. It also provides a discussion of the CEQA environmental review process, including those formal opportunities for public involvement.
- **Chapter 2.0, Environmental Setting** provides a description of the regional and local setting including existing physical characteristics, land use, public infrastructure and services, and relationship to relevant plans and ordinances.
- **Chapter 3.0, Project Description** provides a detailed description of the proposed project, including background on its development, its main objectives, and key features. The discretionary actions required to implement the proposed project are also described.
- **Chapter 4.0, Environmental Analysis** contains an evaluation of potential impacts for the environmental issues identified in the EIR scope. Each issue evaluation includes discussion of the existing conditions, including the existing regulatory framework, identification of the thresholds and methodology for determining the significance of impacts, an assessment of potential impacts, and an evaluation of the significance of the impacts. Also analyzed are potential cumulative impacts, where those impacts of the proposed project in combination with other planned and future development in the project vicinity, could result in negative effects on the environment. Where analysis

demonstrates that potentially significant impacts – either direct or indirect, project or cumulative – could occur, recommended mitigation measures are provided and a conclusion regarding the significance of the impact after mitigation is stated.

- **Chapter 5.0, Significant Unavoidable Environmental Effects and Growth Inducement** discusses the significant unavoidable impacts, or those impacts that cannot be mitigated to below a level of significance, that would occur with implementation of the proposed project. Growth inducement associated with the potential for the proposed project to induce economic or population growth, either directly or indirectly, is also evaluated.
- **Chapter 6.0, Effects Found Not to be Significant** identifies all of the issues (agriculture and forestry resources, biological resources, geology and soils, hazards and hazardous materials, hydrology and water quality, mineral resources, population and housing, public services, recreation, and utilities and service systems) determined in the scoping and preliminary environmental review process to be not significant based on CEQA criteria, and briefly summarizes the basis for these determinations.
- **Chapter 7.0, Alternatives** provides a description and comparative analysis of alternatives to the proposed project, including a No Project (No Development/Existing Condition) Alternative and a Reduced Project Alternative. Also analyzed within this section are alternatives for the proposed temporary relocation. They include Public Hearings at Powerhouse Park Community Building or Other Meeting Rooms; Public Hearings at the Winston School Auditorium; Public Hearing Portable Placed on the Shores Park Property; and Commercial Properties for Administrative Offices.
- **Chapter 8.0, References Cited** lists all of the reference materials cited in the EIR.
- **Chapter 9.0, Individuals and Agencies Consulted and List of Preparers** identifies all of the individuals and agencies consulted, as well as all of the agencies, organizations, and individuals responsible for the preparation of the EIR.

### 1.2.3.2 Technical Appendixes

Technical appendixes, used as a basis for much of the detailed environmental analysis, have been summarized in the EIR, and are printed under separate cover as part of the EIR. The technical appendixes are available for review at the City of Del Mar Planning and Community Development Department, located at 1050 Camino del Mar, Del Mar, California 92014.

### 1.2.3.3 Incorporation by Reference

As permitted by CEQA Guidelines Section 15150, this EIR has referenced several technical studies and reports. Information from these documents has been briefly summarized in this EIR, and their relationship to this EIR described. These documents are included in Chapter 8.0, References Cited, and are hereby incorporated by reference. They are available for review at the City of Del Mar Planning and Community Development Department located at 1050 Camino del Mar, Del Mar, California 92014, or online at the link provided.

## 1.2.4 Subsequent Environmental Review

Included in the proposed project is a future expansion area for added public facilities (up to an additional 20,000 square feet). This expansion area is not defined for specific use, other than to support Public Facilities as consistent with the City's Zoning Ordinance. It may include expansion of the Town Hall, City Hall, plaza, or additional uses as allowed in the Public Facilities zone. There is currently no timeline for this expansion. Any development of the future expansion area would need to be reviewed for compliance with the existing land use and zoning, design review, and the analysis contained within this EIR. Any proposal which is not consistent with existing land use and zoning would require further analysis under CEQA and consideration of land use or zoning amendments as applicable.

## 1.3 EIR Process

The EIR review and certification process occurs in two basic stages. The first stage is the Draft EIR, which offers agencies and the public a formal opportunity to comment on the document. The second stage is the Final EIR, which provides the basis for approving the proposed project.

### 1.3.1 Draft EIR

The Draft EIR is distributed for review to the public and interested and affected agencies for the purpose of providing comments "on the sufficiency of the document in identifying and analyzing the possible impacts on the environment and ways in which the significant effects of the project might be avoided or mitigated" (Section 15204, CEQA Guidelines).

In accordance with Sections 15085 and 15087(a)(1) of the CEQA Guidelines and the City's CEQA Supplemental Regulations, a Notice of Completion is filed with the State Office of Planning and Research and a Notice of Availability of the Draft EIR is issued in a newspaper of general circulation in the area upon completion of the Draft EIR.

The Draft EIR and all related technical studies are available for review during the public review period at the offices of the City of Del Mar, located at 1050 Camino del Mar, Del Mar, California 92014. Copies of the Draft EIR are also available at the following public location:

Del Mar Branch Library  
1309 Camino del Mar  
Del Mar, California 92014

The Draft EIR and technical appendixes can be viewed on the City's website at:

~~<http://www.delmar.ca.us/353/City-HallTown-Hall-Design>~~

[www.delmar.ca.us/CityHall](http://www.delmar.ca.us/CityHall)

## **1.3.2 Final EIR**

Following public review of the Draft EIR, the City will provide written responses to comments per CEQA Guidelines Section 15088 and will consider all comments in making its decision to certify the Final EIR. Responses to the comments received during public review; Findings of Fact; and a Statement of Overriding Considerations (if applicable) for any impacts identified in the Draft EIR as significant and unmitigable, will be prepared and compiled as part of the Final EIR.

The culmination of this process is a public hearing where the City Council will determine whether to certify the Final EIR as being complete and in accordance with CEQA. The Final EIR will be available for public review at least 14 days before the decision-making body makes a final determination, in order to provide commenters the opportunity to review the written responses to their comment letters.

2

## Chapter 2 Environmental Setting

### 2.1 Regional Setting

The project site is located within the 2.4-square-mile City of Del Mar within San Diego County, in southern California, approximately 30 miles north of the United States/Mexico border. A regional location reference map is provided in Figure 2-1. The City is located roughly 18 miles north of downtown City of San Diego; it is the smallest and least populous city in the San Diego region. The jurisdictions that surround Del Mar include the City of Solana Beach to the north; and the City of San Diego to the east and south. To the west of the City lies the Pacific Ocean.

### 2.2 Project Location

The proposed project is to be located on the site of the existing City administration center (City Hall), occupying the approximately 1.5-acre eastern half of the city block bounded by residential properties and Stratford Court to the west, 10<sup>th</sup> Street to the south, 11<sup>th</sup> Street to the north, and fronting Camino del Mar to the east (Assessor Parcel Numbers 300-093-02 and 300-093-03). The temporary relocation of the existing City administrative operations is proposed for the parking area of the Shores Park (Assessor Parcel Number 300-200-01).

As shown in Figure 2-2, the project site is located in the western half of Section 14, of Range 4 West, Township 14 South of the U.S. Geological Survey 7.5-minute Del Mar quadrangle. The subject parcels are generally accessed by Highway 101 and Camino del Mar and from Interstate 5 from the east via Del Mar Heights Road, Carmel Valley Road from the south, and Via de la Valle from the north. The project site lies within the coastal zone.



Existing development on the proposed City Hall/Town Hall site consists of two buildings and a portable building on the upper pad near the corner of Camino del Mar and 11th Street, a small building in the lower pad near 10th Street, and two the Annex trailers in the northwestern portion, and surface parking lots on both the upper and lower pads. Surrounding land uses include is a combination of mixed use—commercial along the Camino del Mar corridor, and residential developments immediately beyond that corridor, and

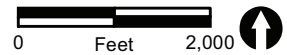


 Project Location

**FIGURE 2-1**  
Regional Location



-  Project Boundary
-  Temporary Relocation Site



adjacent to the project site to the west, southwest, and northwest. Two vacant commercial lots and a small boutique hotel are located immediately south of the project site, and an office building is located immediately north. Single-family residences are located immediately to the west, southwest, and northwest.

With respect to the temporary relocation site, the portable structures would be placed on the lower pad that is paved for overflow parking for both the Shores Park on the upper pad and the private Winston School, located immediately north of the parking area on the same pad. The lower pad is accessible from Stratford Court. There are residential properties located to the west across Stratford Court and immediately to the south of the relocation site.

## 2.3 Planning Context

Development in the City is generally guided by the Community Plan, which serves as its General Plan and the certified Local Coastal Program's (LCP) Land Use Plan (LUP) for Del Mar. The Community Plan provides citywide and area-specific goals and policies, which are implemented by the regulations of the Del Mar Municipal Code (Municipal Code). The LUP is a compilation of goals, policies, and recommendations to ensure that all land use and development activities in the City will be in conformance with the policies of the California Coastal Act of 1976, as amended. The LUP is implemented by the regulations of the LCP Implementing Ordinances. Both the LCP Land Use designation and Zoning designation for the sites are Public Facilities (PF). The proposed project has been designed to be consistent with all applicable development regulations and design guidelines.

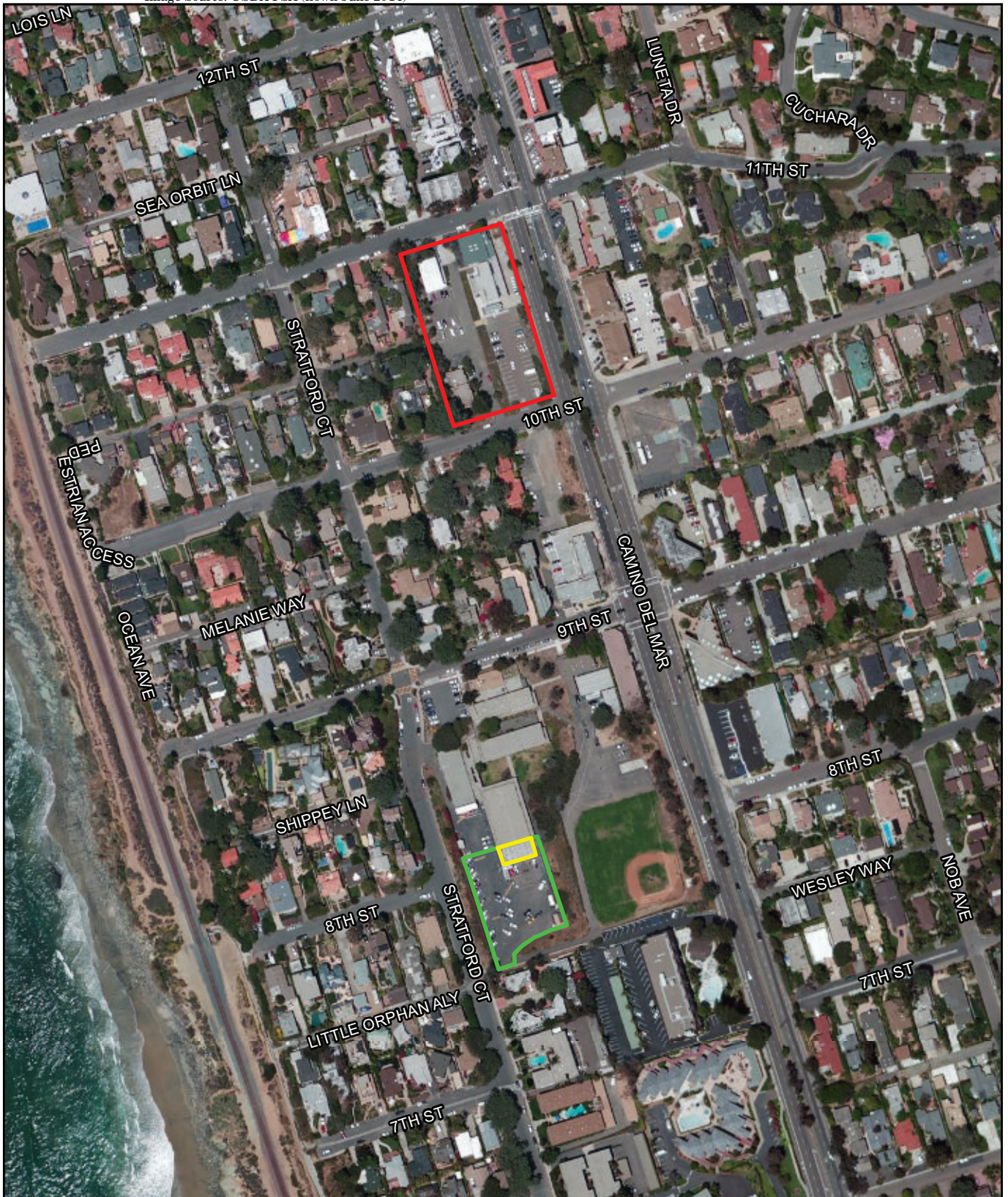
## 2.4 Physical Setting

### 2.4.1 Land Cover/Vegetation

The project site is developed and within the Village area of the City. An aerial photograph of the project site and surrounding area is provided in Figure 2-3 to illustrate the existing land uses in the project vicinity. The only vegetation on the project site is ornamental and is associated with the streetscape of Camino del Mar and, along the western property line, on-site landscaping adjacent to the existing residential development. Five small ~~Torrey Afghan~~ pine (*Pinus elderica*) trees were planted on the project site, in the southwest corner near the existing television studio building. As stated above, the temporary relocation site at the Shores Park is paved, with ornamental landscaping on the slopes to the west and east.

### 2.4.2 Climate and Air Quality

The San Diego region has a Mediterranean climate that is characterized by warm, dry summers and mild, wet winters. An average of 10 inches of rain falls each year from November to early April, while the remainder of the year is typically dry. Clear skies predominate for much of the year in Del Mar due to a semi-permanent high-pressure cell located over the Pacific Ocean. This high-pressure cell also drives the dominant onshore



- Project Boundary
- Temporary Relocation Site
- Structure No Longer Present

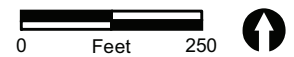


FIGURE 2-3

Project Location on Aerial Photograph

circulation and helps to create subsidence and radiation temperature inversions. Subsidence inversions occur during the warmer months when descending air associated with the high-pressure cell comes in contact with cool marine air. Radiation inversions typically occur on winter nights when air near the ground cools by radiation and the air aloft remains warm.

The City lies within the San Diego Air Basin, as identified by the California Air Resources Board (CARB). The region's climate and air circulation patterns, combined with heavy traffic and urbanized land uses, contribute to its classification by CARB as a non-attainment air basin. Air quality in the basin violates state and federal air quality standards for ozone and particulates.

### **2.4.3 Geology and Landform**

The Del Mar area is situated in the coastal foothill section of the Coastal Plain Geomorphic Province. This encompasses the coastal area that extends from north of Los Angeles to the southern tip of Baja California. Based on published geologic maps, no active or potentially active faults cross beneath the project site. The nearest active fault, the Rose Canyon Fault, is located approximately two miles east of the City. Historically, the Rose Canyon Fault has exhibited low seismicity with respect to earthquakes in excess of magnitude 5.0 or greater. Earthquakes on the Rose Canyon Fault having a maximum magnitude of 7.2 are considered representative of the potential for seismic ground shaking within the project area.

The project site and temporary relocation site are predominantly underlain by the Bay Point and Torrey Sandstone geologic formations. The Bay Point Formation is widespread and well exposed in the area adjacent to the present-day coastline. It is composed mostly of marine and non-marine, poorly consolidated, fine- and medium-grained, pale brown, fossiliferous sandstone. Tertiary-age Torrey Sandstone generally consists of dense to very dense, well stratified, light orange-brown, yellow-brown and white fine to medium sand with some silt.

The project site slopes from east to west, as is typical in Del Mar's coastal slopes, pitching west towards the Pacific Ocean. The elevation of the project site along Camino del Mar is approximately 137 feet above mean sea level (AMSL) and the elevation on the western project boundary is approximately 116 feet AMSL. While Camino del Mar is relatively flat with a gentle, northerly slope of 1.7 percent, the side streets and respective sidewalks are steep. The slopes of the intersecting side streets (10th and 11th streets) are pitched, with 4 to 6 percent slope away from Camino del Mar toward the west. The temporary relocation site at the Shores Park is similarly sloped within two pads and adjacent roadways and access sloping from east to west.

### **2.4.4 Hydrology and Water Quality**

The project site and temporary relocation site lie within the Rancho Santa Fe Hydrologic Subarea, of the Solana Beach Hydrologic Area, of the San Dieguito Hydrologic Unit and San Dieguito River watershed. This watershed encompasses a 346-square-mile area that

extends from its headwaters at Vulcan Mountain, north of Julian, to its ocean outlet at the San Dieguito Lagoon. The project area is located approximately 1.4 miles south of the Lagoon.

No natural surface waters or streams exist within the project site. Runoff from the project site generally flows to the municipal drainage system along 10<sup>th</sup> and 11<sup>th</sup> streets and then ultimately to the Pacific Ocean. The Pacific Ocean shoreline is classified as impaired water body due to excess bacteria and other pollutants. As is typical with urban settings, bacteria is the priority pollutant generated in the project area. Groundwater quality within the alluvial aquifer that underlies the proposed project area is also generally poor, and has been intruded by seawater and water from surrounding marine sedimentary rocks.

### **2.4.5 Public Infrastructure and Services**

Because the project site and surrounding area is already developed, infrastructure including roads and water, sewer, energy, and telecommunications facilities exists. Camino del Mar fronts the project site and is the primary arterial that traverses the City's Village area in a north-south direction.

Along the southern project boundary is 10<sup>th</sup> Street, which is only accessible from southbound traffic along Camino del Mar due to a raised median. To the north of the project site is 11<sup>th</sup> Street, which has restricted left turns from Camino del Mar onto the roadway from 3:00 p.m. to 6:00 p.m. during weekdays to limit cut through traffic on the residential streets.

The temporary relocation site is also developed with all utilities present in the immediate vicinity. Access is provided via Stratford Court, off Del Mar Heights Road/4<sup>th</sup> Street to the south or 9<sup>th</sup> Street to the north.

The water, sewer, and fire services are provided to the sites by the City; police protection for the sites is provided through a contract with the County Sheriff's Department.



## **Chapter 3**

### **Project Description**

#### **3.1 Project Background**

The construction of new City Hall/Town Hall facilities has been the topic of extensive conversation among City officials and community members for a number of years, dating back all the way to the incorporation of the City in 1959. Upon incorporation, the City offices were located in the Del Mar Hotel, which soon went out of business resulting in City Hall and its three employees to relocate to 1224 Maiden Lane, and then to the old Del Mar jail at the corner of 15<sup>th</sup> Street and Stratford Court. During this time most of the City services were provided by contract and did not require dedicated office space.

In 1973, the City expanded its staffing to include an on-site City Clerk, Planning staff, and Finance department. The City then relocated to its current location at 1050 Camino del Mar, which is a former school site built originally in 1921, and expanded in the 1950s. At that time, the City considered relocation to a new property with construction of a new facility on undeveloped land. Rather than construct new facilities though, the City Council, through an advisory vote, selected to renovate the former school site for the administrative facilities. The County Library was also located on-site in trailers on the property. In 1984, the City Council chambers and television studio was constructed in the southwest corner of the site.

In 1986, City Council explored developing a mixed public-private project on the existing City Hall/Town Hall project site, and established an Ad Hoc Civic Center Committee to address the review and consideration of a new civic center. The committee effort resulted in a 1990 Master Plan report that detailed a program for 10,000 square feet of office space for up to 23 staff, 3,690 square feet of town hall meeting space, and a 3,600-square-foot television studio, as well as space for the County Library. In 1991, an architect was commissioned to conceptually design the facilities with 108 parking spaces. However, subsequently, the financing for the project proposed as a bond issuance failed a public vote in a Special Election in January 1992.

In June 2007, the City Council authorized funding for a consultant to assist the City Council with an analysis of the feasibility of redeveloping the City Hall project site. Various options were considered and an economic pro-forma for each option was prepared. In December 2007, the consultant presented the City Council with four scenarios which included a combination civic, commercial, and/or residential development, and a funding approach where financing was

offset either in part, or full, by the other land uses on-site. The 2007 City Council determined the need to move forward with replacing City Hall, and decided that maintenance of the ownership of the land was preferred over sale of property for private ownership, and further study and planning for the new City Hall facilities was directed.

In 2013, following a series of public hearings, the City Council prioritized the City Hall/Town Hall project and moved forward with a City Hall Planning Study to assess the needs of the City departments and possible locations for improved facilities. The City Council discussed the facility needs for all City departments at a series of four meetings during the summer of 2013. Goals and success criteria were developed at the City Council meeting to be used in the evaluation of siting.

On September 3, 2013, the City Council reviewed an analysis conducted of the publicly owned sites at 1050 Camino del Mar, the Shores Park, and the Public Works Yard, as well as privately-held office buildings, against the evaluation criteria. At this meeting, the City Council selected the site at 1050 Camino del Mar and directed staff to move forward with gathering public input and financial information for development of new facilities on the site. Staff was also directed to conduct a community workshop regarding the City Hall facilities planning effort completed to date, including the planning space needs assessment and the alternative site evaluation criteria and ranking, to further inform the community of the process completed and proposed.

A follow-up community workshop was conducted with the community on December 2, 2013 to gather more input on the makeup of the civic space, location of the facilities, financing alternatives, and implementation. This workshop was a table top format, where approximately 40 participants discussed input on the planning topics. The goal of the workshop was to achieve a general consensus on the four key planning topics. In addition to the administrative office space, the City sought input on the other components and uses, which included public parking, community meeting rooms, farmers' market space, and plaza open space. Based upon the workshop results, the City Council directed staff to move forward with a community survey to expand the outreach beyond those who attended the workshop; conduct further review of three financing options: bond financing, City assets for sales potential, and public-private partnership; and to prepare further planning and programming for refinement of space needs, design and cost estimates.

During 2014, the concentrated planning efforts continued for the City Hall/Town Hall Project, including completion of the community survey, necessary space assessments, feasibility analysis, and initial spatial programming and design phase. At the hearing on April 7, 2014, the City Council directed the City Manager to include a dedicated Community Forum item on the agenda for every City Council hearing to allow for public comment on the project, regardless of the presence of an action item on the agenda.

| At the hearing on April 21, ~~2015~~2014, the City Council heard two consultants, Carrier Johnson, the City's contracted architect, and Kit Leeger Architecture, a volunteer architect, who each presented independent reviews of the existing and necessary space for the planned on-site administrative and civic facilities. Utilizing the information presented in this hearing, as well

as further research and reporting by staff in subsequent hearings during the Master Planning Phase, the City Council directed staff on the proposed project uses and square footages.

In January 2015, an Ad Hoc City Hall/Town Hall Project Design Team Selection Committee was appointed by the City Council. The Committee, comprised of two City Council members, four community members, and one Design Review Board member, was utilized to provide input on the selection of a short list of design teams for the City Council's consideration and selection.

At the same time, the City initiated a "Voice Your Choice Poll" community survey to further solicit information on three focused development options for the proposed project. Results of the poll, conducted both via the City's website and in hard copy upon request, were presented at the City Council hearing on March 2, 2015. Based on the calculations of the responses received, poll respondents expressed a preference for both additional parking and future developable or expansion area. The City Council reaffirmed the project description previously provided with minor modifications and directed staff to move forward with contracting for the proposed project as described in Section 3.5 below, and to move forward with design and environmental analysis.

In early 2015, the City of Del Mar contracted with Miller Hull Architects to conduct the Concept and Schematic Design Phase that consisted of facility siting and sizing. This phase concluded in June 2015 with the development of a conceptual access and parking garage configuration to set the foundation for the building siting and design.

The Design Development Phase, which is currently occurring and consists of the refinement of the design and development details, including building location, form and architecture, and landscaping and materials, is anticipated to conclude concurrent with the consideration of certification of this EIR and adoption of the project in ~~December 2015~~ January 2016.

## 3.2 Project Objectives

In accordance with CEQA Guidelines Section 15124(b), project objectives have been developed to frame and support the purpose of the project, assist the Lead Agency in developing a reasonable range of alternatives to be evaluated in this EIR, and ultimately aid decision-makers in consideration of the potential environmental effects and the preparation of the Findings and Overriding Considerations, if necessary. The following are the primary objectives of the proposed project:

- Create an activated civic facility with adequate space for existing administrative functions, with public meeting spaces and facilities.
- Provide a flexible hearing and meeting space that could allow for indoor and outdoor uses to come together.
- Develop public outdoor areas within the project site for various passive and active uses.
- Maintain multi-modal access to the site, including parking for cars and facilities for bicycles, and Americans with Disabilities Act (ADA) compliant access and connections for pedestrians.

- Create sufficient parking for City staff and public use during the day, and for planned events outside of normal business hours.
- Maintain significant views for neighboring residential properties and view corridors associated with public spaces.
- Provide for future expansion areas within the project site consistent with the existing land use and zoning regulations.

### **3.3 Existing City Facilities**

Del Mar's governmental offices currently operate out of multiple locations including the City Hall, television Studio, and Annex at 1050 Camino del Mar, the Public Works Facility at 2240 Jimmy Durante Boulevard, and the Beach Safety Center at 1700 Coast Boulevard. The City Fire Station is located on leased land at the Del Mar Fairgrounds. A number of City officials are provided through contract services and do not require dedicated office space.

At the current City Hall/Town Hall site, administrative departments include City Manager, City Clerk, Finance, and Planning departments within the primary building (City Hall) located in the northeast corner on the upper pad. There are 28 positions programmed at this time, with 24 of those full-time and up to four intern or flexible schedule professionals. The 2013 Preliminary Space Needs Assessment, presented to the City Council at their hearing of July 15, 2013, identified that the City administrative offices currently utilize 7,636 gross square feet for office space, restrooms, storage, and a meeting room which can be shared with the community, and an additional 450 gross square feet for the City Council chambers, for a total of 8,086 gross square feet. This same study identified the primary areas of space deficit which included public counter space, restrooms, emergency operations, and meeting rooms with support areas (e.g., waiting areas).

The building to the immediate south of the administrative office building, on the upper (eastern) pad, is no longer used by the City staff and while previously allowed for storage, is no longer accessible as it does not meet current seismic and safety requirements. This building has never been renovated. The City's Information Technology (IT) staff is located in a portable building to the south of the abandoned building.

On the lower pad, in the northwestern corner, is the Annex building, which contains conference rooms and offices, one of which is used by the City's Park Ranger. The Annex building also serves as the City's Emergency Operations Center (EOC) and has storage for EOC supplies. Also on the lower pad, in the southwestern corner, is a building with a multi-purpose facility that serves as the hearing chambers for the City Council, Planning Commission, and Design Review Board, as well as a community meeting room for event gathering. The City television broadcasting station operations facilities are also located within the building.

Parking on the project site, both on the upper and lower pads, totals 57 parking spaces. Of those, two (2) spaces in the upper lot are designated with a 20 minute limit for City business, and within the lower lot are two (2) electric vehicle charging stations. ADA compatible parking is located in both the upper and lower parking lots. Public parking is permitted in the upper

and lower lots from 6:00 a.m. to 2:00 a.m., thereby prohibiting use of the lot for overnight parking. Due to the Saturday farmers' market in the lower lot, parking is prohibited on Saturday in that lot, and limited to one hour from noon to 5:00 p.m. in the upper lot. No taxi parking is permitted in the lower lot from 8:00 a.m. to 10:00 p.m.

Figure 3-1 is included to illustrate these existing uses on-site. Additionally, a summary of the existing facilities at the project site, including current gross square footage, usable space, and summary information, as presented at the April 21, 2014, City Council hearing, is included as Table 3-1 below.

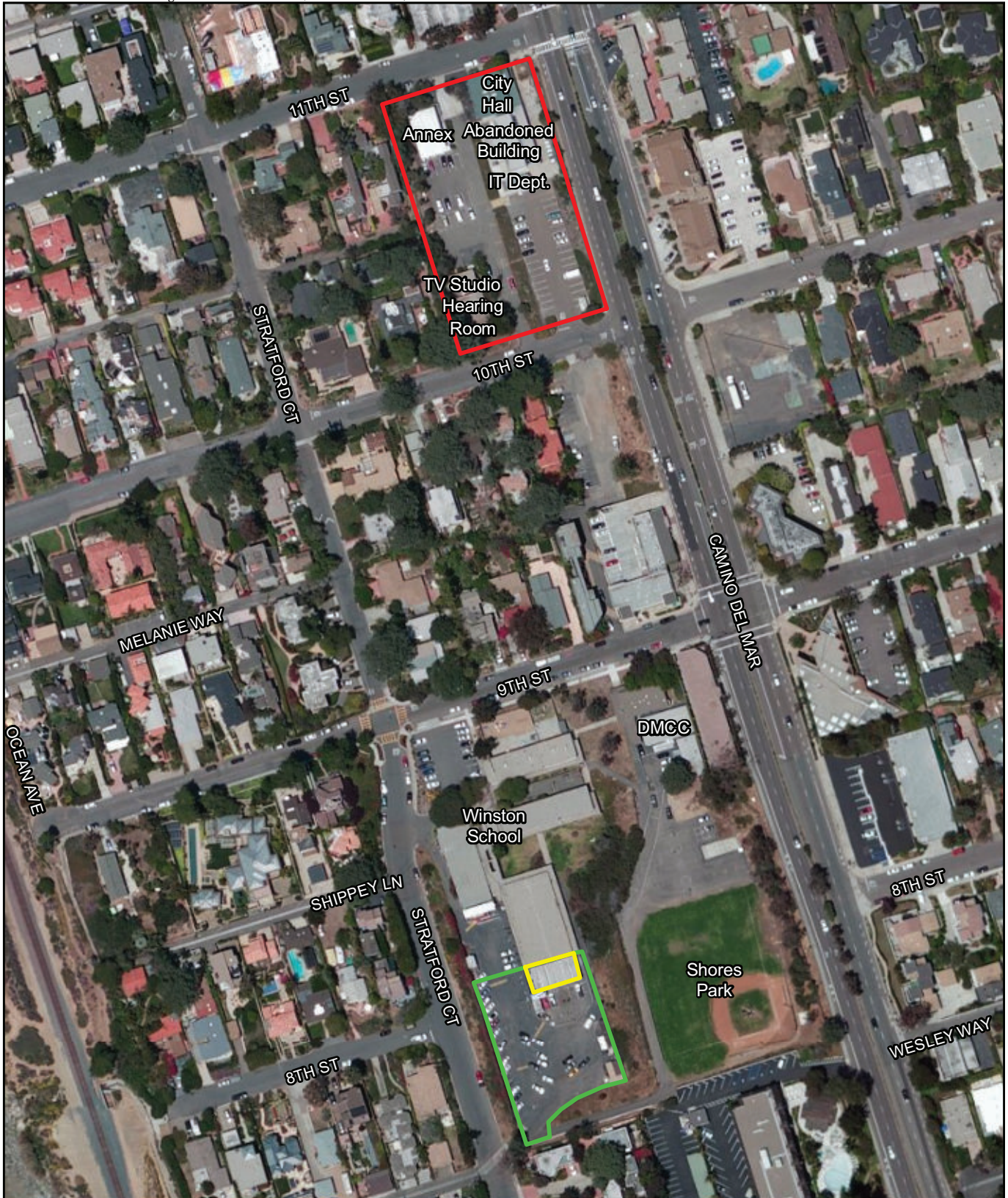
Facility	Current Space	Used for City Administration	Notes
City Hall	3,776 GSF	3,776 GSF	Upstairs: Reception and Public Counter, Public Information, City Manager, Administrative Services, Planning, copy  Downstairs: Finance Department, storage, servers
IT Trailer	300 GSF	300 GSF	Information Technology
South Building	3,020 GSF	300 GSF	Storage relocated to containers when building became unusable due to safety concern; includes 300 SF public restrooms (used by staff and public)
		1,100 GSF	Container and supply storage moved off-site
Annex	2,160 GSF	2,160 GSF	Ranger Station and Sheriff desk; office, EOC storage, storage for City Admin., conference room, assembly space shared with public
Council Chambers/ Television Studio	2,636 GSF	450 GSF	Studio/Council Chambers; Closed Session/conference room, restroom, Del Mar television
<b>TOTAL</b>	<b>11,892 GSF</b>	<b>8,086 GSF</b>	

GSF = gross square feet

## 3.4 Discretionary Actions

The proposed project requires discretionary actions on the part of the City Council for adoption and implementation. The following actions are covered by this EIR (City environmental reference number is EA15-002):

**Design Review Permits** are required for both the City Hall/Town Hall site and the temporary relocation site at the Shores Park under the Design Review Ordinance (DRO-DMMC Chapter 23.08) and will be considered at a noticed public hearing. The Design Review process is used as a means to implement the goals contained in the Del Mar Community Plan



- Project Boundary
- Temporary Relocation Site
- Structure No Longer Present

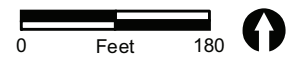


FIGURE 3-1  
Existing On-site Uses

to preserve and improve Del Mar as a beautiful, pleasant residential community in which to live, work, shop, and pursue leisure time activities. The Design Review process also serves to maintain property values, preserve the natural environment, protect primary scenic views, and ensure a high aesthetic quality for the community. It also determines whether a project is compatible with the Del Mar Community (General) Plan and Zoning Ordinance (DMMC Title 30). Due to the requirement for other permits and discretionary actions, the issuing authority is with the City Council. The City's Design Review Board (DRB) will consider the DRB permit in noticed public hearings and provide recommendations to the City Council. The Design Review Permits applicable to the proposed project are DRB15-017(City Hall/Town Hall site) and DRB15-022 (temporary relocation site).

**Coastal Development Permits (CDP)** are required for both the City Hall/Town Hall site and the temporary relocation site at the Shores Park as detailed in Chapter 30.75 et al. of the Del Mar Municipal Code (Municipal Code). The CDP is intended as a process for the review of new development within the City to ensure that it will be consistent with the provisions of the Del Mar Local Coastal Program and Coastal Act. Due to the requirement for other permits and discretionary actions, the issuing authority is with the City Council. The Coastal Development Permits applicable to the proposed project are CDP15-010 (City Hall/Town Hall site) and CDP15-014 (temporary relocation site).

**Land Conservation Permit** under the provisions of the Land Conservation Ordinance (DMMC Chapter 23.33), is required for the proposed project. The Ordinance requires that a Land Conservation Permit be obtained if a development includes grading outside the footprint of any structure that exceeds 25 cubic yards of cut or fill, and results in an alteration in the existing or natural grade elevation in excess of 18 inches. Preliminary Grading Plan and Site Profile Cross-Sections will be required to be included with the Design Review Permit plans to illustrate the proposed grading for the project. Due to the requirement for other permits and discretionary actions, the issuing authority is with the City Council. The Land Conservation Permit applicable to the proposed project is LC15-008.

**Tree Removal Permit** is required for the proposed project as detailed in Chapter 23.50 et al. of the Del Mar Zoning Code. The City has as one of its major goals to the preservation of trees and natural vegetation. Two species, the Torrey Pine (*Pinus torreyana*) and the Monterey Cypress (*Cupressus macrocarpa*), along with all tree species located within the Central Commercial (CC) Zone, on Public lands, and the environmentally sensitive Open Space (OS) Overlay Zone are of particular significance to the City. No Torrey pine or Monterey cypress trees exist on-site. However, the removal of trees on-site will occur on public lands; therefore, approval of the Tree Removal Permit will be required for this project. Due to the requirement for other permits and discretionary actions, the issuing authority is with the City Council. The Tree Removal Permit applicable to the proposed project is TRP15-014.

**Alley (Street) Vacation** is required for an unimproved, 20-foot-wide, east-west alley between the two parcels comprising the City Hall site (Assessor's Parcel Numbers 300-093-02 and 300-093-03). This alley is included in the existing legal description for the properties, and upon vacation would revert to subject parcels and associated land use and zoning designations. The

issuing authority is the City Council, with recommendation from the City's Planning Commission. The Alley Vacation applicable to the proposed project is SV15-003.

**Boundary (Lot Line) Adjustment** is required for the proposed project to relocate the existing boundary between the two project site parcels to ensure that the proposed project meets all Municipal Code requirements for the provision of parking on-site. The boundary adjustment would relocate the existing east-west bisection of the property, to run the parcel line north-south between 10<sup>th</sup> and 11<sup>th</sup> streets, approximately 70 feet from the western property line. While the issuing authority is the Director of Planning and Community Development, due to the requirement for other permits and discretionary actions, the issuing authority is with the City Council. The Boundary Adjustment applicable to the proposed project is BA15-002.

### 3.5 Project Components

The proposed project includes the construction of new City administration facilities (City Hall) to accommodate the existing civic functions within an approximately 9,250-square-foot City Hall facility, an approximate 3,200-square-foot Town Hall meeting room that can accommodate up to 150 persons, with an expansion ability to accommodate up to 250 persons using a breezeway, an approximately 15,000-square-foot outdoor public plaza, and parking for up to 160 parking spaces. Construction of the proposed project may be phased for construction and demolition. Figure 3-2 is ~~a~~ the refined conceptual site plan of the proposed project (near-term development) currently submitted to the Design Review Board for consideration. Figure 3-3 is the refined conceptual site plan at buildout with the identification of the expansion areas.

Uses proposed within the initial, or near-term phase of the City Hall development would be similar to those that currently exist as detailed above in Section 3.3, and include a lobby and public counters, offices, meeting rooms, storage, catering kitchen, breakroom, and restrooms. No increase in staffing is proposed, nor are other departments proposed to be relocated to the site as part of this project. The departments of Public Works, Fire Services, and Community Services would continue to be located in their respective facilities, all located at other City properties.

The Town Hall would accommodate the City Council chambers, community meeting space, and the Del Mar television studio network offices. The uses for the Town Hall would be generally consistent with the existing uses, however, the increase in meeting space would allow for events up to 250 people and more frequent use of the civic facilities by the community for public meetings and workshops.

~~An~~ Outdoor public plazas and spaces, as designated in Figure 3-4, is ~~are~~ are designed to be ~~an~~ open areas with flexible space. Specifically, the Del Mar Town Commons, located immediately to the east of City Hall and north of Town Hall, would ~~to~~ support uses including but not limited to, performances, art exhibits, community gatherings, and farmers' market space, as well as seating areas. Uses in this area at times may utilize an amplified sound systems and lighting, oriented and focused toward the event and attendees. Landscaping of the outdoor plazas would be either placed within aboveground planters due to the concrete floor created above the parking garage or, where soils are available, landscaping would be placed in ground. All on-site landscaping would have drip or low-flow irrigation to ensure water conservation techniques can

be implemented (i.e., focused watering, wet weather controls). The farmers' market may also be located in the lower surface parking lot to the west.

The Entry Garden and the Ocean View Terrace are located in the northeastern portion of the project site. These areas would be north of the Town Commons and City Hall. Landscaping and outdoor furniture would be located within this area to allow for informal public access and enjoyment.

The Town Hall Overlook and Town Hall Terrace are located at the southeastern portion of the site, south of Town Hall and City Hall, respectively. The Town Hall Overlook is proposed for access off Camino del Mar as a public space for access to on-site views both to the west to the Pacific Ocean and to the east, to the hills of Del Mar. The Town Hall Terrace is the proposed location of Expansion Area B. While shown as a public space, this area was revisited by the City Council on December 7, 2015, and may be redesigned to be gated and limited to approximately 300 square feet of usable space for City employees plus an access walkway. Or alternatively, this area may be partially removed. This design option would leave a small gated usable space for City employees, and the remaining Town Hall Terrace removed altogether structurally and replaced with a recessed garage access.

The proposed parking facilities would be located in a surface parking lot along the western property boundary accessed for both ingress and egress (entrance and exit) from 11<sup>th</sup> Street; and within the one- to two-story parking garage proposed to be constructed immediately beneath the City Hall building and a portion of the outdoor plaza. The City may consider an option to install a driveway connecting the surface lot with the parking garage, approximately lined up with the alley immediately to the west. This would allow for consideration of a gated access at the north end of the surface parking lot to limit direct access off 11<sup>th</sup> Street to oversized and emergency vehicles or for special events, with access for the surface parking lot through the parking garage.

Access for the parking garage would be from both 10<sup>th</sup> and 11<sup>th</sup> streets. The proposed project conceptual design includes an ingress and egress (entrance and exit), on 11<sup>th</sup> Street, and a single ingress (entrance only) driveway on 10<sup>th</sup> Street. The access was developed during the first phase of the design process based on the site constraints with respect to the on-site parking, site and surrounding topography, and internal circulation for the proposed parking garage.

The parking on-site would support up to 160 single occupancy vehicles in standard parking spaces, of which there would be ADA accessible spaces and electric vehicle charging stations included. During normal business hours for the City (8:00 a.m. to ~~5:00~~ 30 p.m.), parking on-site would primarily be available and used by City staff and customers. However, as currently exists, parking on-site during the daytime may be used by members of the public in a generally unrestricted manner (see summary of parking limitations above in Section 3.3). For those hours outside of the normal City business hours, parking would be available for unrestricted public use; however, overnight parking would be prohibited.

Bike access along Camino del Mar would be maintained during construction, and following construction, located in the current right-of-way for the roadway as presently striped. On-site

bike storage and comfort station, which includes air inflation facilities, would be provided as part of the project, and would be accessible to both employees and the public. Pedestrian access ~~throughout~~ within the project site would be ADA compliant, with transitional ramps and/or elevators as necessary.

Improvements along Camino del Mar are proposed to provide parking between the pedestrian improvements and the bike and vehicle lanes. The proposed project would include frontage improvements along 10<sup>th</sup> and 11<sup>th</sup> streets that would extend the pedestrian infrastructure. These improvements would result in the removal of some of the existing on-street parking along the project site's 11<sup>th</sup> Street frontage, with the exception of a small on-street parking area near the intersection of 11<sup>th</sup> Street and Camino del Mar.

Also included in the proposed project ~~are~~ is a future expansion areas for added public facilities (up to an additional 20,000 square feet). ~~This~~ These expansion areas are ~~is~~ not defined for specific use, other than to support Public Facilities as consistent with the City's Zoning Ordinance. It may include expansion of the Town Hall, City Hall, plaza, relocation of the Alvarado House, or additional uses as allowed in the Public Facilities zone. There is currently no timeline for this expansion. Any development of the future expansion areas would need to be reviewed for compliance with the existing land use and zoning, design review, and the analysis contained within this EIR. Any proposal which is not consistent with existing land use and zoning would require further analysis under CEQA and consideration of land use or zoning amendments as applicable.

Mechanical equipment proposed for the site includes an elevator for access from the parking garage up to the plaza. The elevator is conceptually located north of the City Hall building, adjacent to the Ocean View Terrace. A cooling tower for on-site air conditioning and a generator intended to be used only during emergency and testing as required would be located on-site. The garage exhaust fan would discharge vertically from a shaft located at the southeastern side of City Hall.

With respect to the sustainability measures proposed for this proposed project, all buildings would be compliant with the current Title 24 California Building Code, which includes a green building code, requirements for charging station, and water reduction measures. Furthermore, energy star appliances, high-efficiency lighting and light sensors, and design ~~equivalent to LEED Silver~~ to comply with CalGreen Tier 1 are being proposed for the proposed project.

Demolition of existing facilities, site preparation, and construction are included as part of the project, and is anticipated to take approximately 18 to 24 months. Demolition activities would be conducted in a manner consistent with state law for the containment of materials, both airborne and physical, to ensure no hazardous materials are emitted or could result in harmful effects on people or the environment and may be phased. Excavation of on-site soils is estimated at 30,000 cubic yards, and export of excess materials would be required. Based on initial geotechnical analysis, no blasting would be required for the proposed project.

During the construction period, the City administrative operations that currently exist on-site, including the Town Hall public functions and City Council and other committee hearings, would be relocated to the Shores Park parking area in portable structures. These uses are

consistent with Public Facilities Zone of the site. The occupancy of the temporary relocation site is anticipated to be approximately 30 months, which includes the preparation of the site with improved driveway access and utilities (water, sewer, telecommunications and electricity); temporary use and operation; and removal of proposed project facilities. No additional site preparation or grading would be required for the placement of these temporary structures. Upon completion of the project, all structures and temporary uses related to this project would be removed or relocated back to the project site.

|



**FIGURE 3-2**  
Refined Conceptual Site Plan  
(Near-Term Development)



FIGURE 3-3

Refined Conceptual Site Plan  
(With Buildout of Expansion Areas)

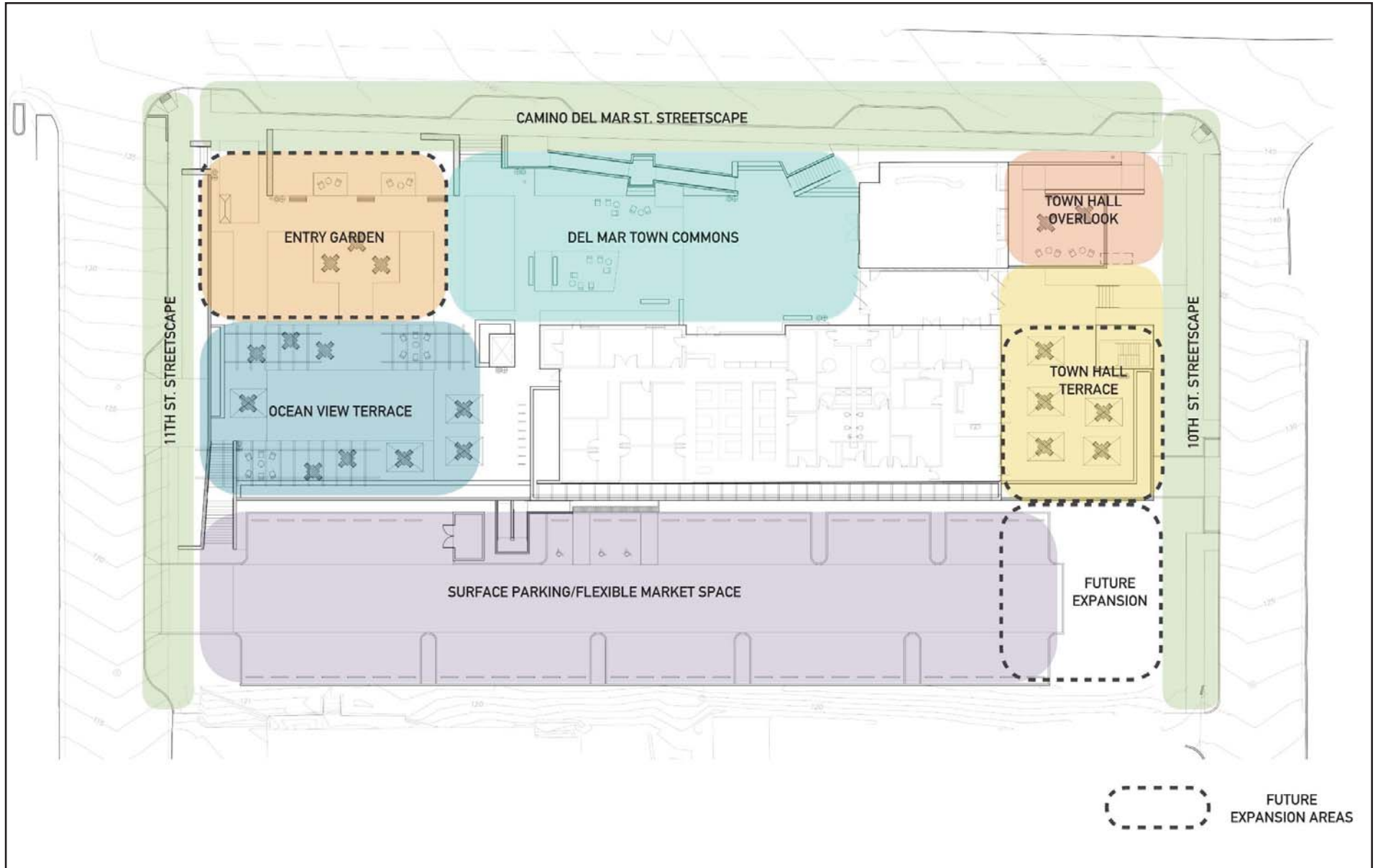


FIGURE 3-4  
Refined Conceptual Site Plan  
Designated Public Plazas and Spaces



## Chapter 4

# Environmental Analysis

The following sections analyze the potential environmental impacts that may occur as a result of the proposed project, including the proposed improvements and operation on the temporary relocation site. The environmental issues subject to detailed analysis in the following sections include those that were identified through preliminary project review as potentially significant.

Seven environmental issues are addressed in the following sections in accordance with the CEQA Guidelines and Statutes. Each issue analysis section is formatted to include a summary of existing conditions with the regulatory context, the criteria for the determination of impact significance, evaluation of potential impacts, mitigation measures (if any), and conclusion of significance after mitigation for impacts identified as requiring mitigation. The seven sections are included in the following order:

- |     |                        |     |                          |
|-----|------------------------|-----|--------------------------|
| 4.1 | Land Use               | 4.5 | Air Quality              |
| 4.2 | Aesthetics             | 4.6 | Greenhouse Gas Emissions |
| 4.3 | Cultural Resources     | 4.7 | Noise                    |
| 4.4 | Transportation/Traffic |     |                          |

## Cumulative Analysis

Section 15130(a) of the State CEQA Guidelines requires a discussion of cumulative impacts of a project “when the project’s incremental effect is cumulatively considerable.” Cumulatively considerable, as defined in Section 15065(a)(3), “means that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.” Section 15130(a)(1) states “. . . a cumulative impact consists of an impact which is created as a result of the combination of the project evaluated in the EIR together with other projects causing related impacts. An EIR should not discuss impacts which do not result in part from the project evaluated in the EIR.” According to Section 15130(b) of the CEQA Guidelines, the discussion of cumulative effects “need not provide as great detail as

is provided for the effects attributable to the project alone. The discussion should be guided by the standards of practicality and reasonableness . . . .”

According to Section 15130(b)(1) of the CEQA Guidelines, the discussion of cumulative effects is to be based on either (A) a list of past, present, and probable future projects producing related or cumulative impacts, including, if necessary, those impacts outside the control of the agency, or (B) a summary of projections contained in an adopted plan or related planning document that describes or evaluates conditions contributing to the cumulative effect.

For regional issues, such as traffic, air quality, GHG emissions and noise, applicable regional projections were utilized in the modeling and analysis of potential impacts. With respect to localized impacts (impacts within the immediate project vicinity) the subject issue analysis of land use, visual, cultural resources, air quality and noise uses a study area and the projected construction timeframe for this project (18 to 24 months). There are currently applications on file for construction of single-family residential improvements in the project vicinity, however, these single-family residences were determined to not result in a significant effect, either direct or cumulatively, on the environment and were considered exempt from CEQA (Section 15300 et. al.). Further, if the construction activities were occurring during the environmental review for the proposed project, such as when noise measurements were conducted at the site, site visits and photographs, and field studies, these conditions are included in the baseline measurements, images, or environmental setting.

A current application is on file for the proposed Watermark project at the northeast corner of Jimmy Durante Boulevard and San Dieguito Drive. This proposed project is a multi-family residential development consisting of 12 structures with 48 residential units, a parking structure, and residential amenities including a recreation room, a pool and a spa area. Vehicular access to the proposed project would be from San Dieguito Road. The Notice of Preparation was released in March 2015, and the Draft EIR is underway but technical documentation has not been made available as draft at the time of this analysis.

Also in the same vicinity, the City has initiated a Focused Environmental Impact Report (EIR) to review alternative traffic control improvements for the intersection of Jimmy Durante Boulevard and San Dieguito Drive. The EIR ~~will~~ reviews intersection alternatives and determines impacts, both direct and cumulative, associated with improvements to the intersection for subject areas such as: land use, transportation and traffic, biological resources, cultural resources, public services, air quality, noise and greenhouse gas emissions. Technical analysis of the proposed project ~~has not been~~ was made available for public review in December 2015 ~~at the time of this analysis~~.

A master planning process is also underway for the Shores Park property, to develop a long-range vision to guide the park’s development. The master plan will be a “blue print” for the future that identifies facilities, programs, and a plan for implementation. Public input continues to be an essential part of developing the park master plan. The first phase of the public engagement process includes interest group interviews, a community survey, and on-

site community workshop. No formal application or plan has been considered at the time of this analysis.

The Garden Del Mar Specific Plan, located southeast of the project site, on the east side of Camino del Mar, was approved by the voters in 2008. The Garden Del Mar Specific Plan envisions the development of approximately 20,000 square feet of gross floor area of small commercial condominium spaces for office, restaurant, and retail use, within six two-story buildings. Due to the time that has elapsed since adoption of this project, the land use and development entitlements are included in projected data for issues such as air quality and traffic. Construction of the Garden Del Mar Specific Plan project has not yet begun and permits for the development, such as building and grading permits, have not been submitted to the City at the time of this analysis. However, the property owner has met with the City and expressed an interest in pursuing revision to the entitlements and design, but specific design proposals have not been submitted to date; and therefore, no additional analysis has been conducted for potential cumulative impacts.

In addition to the above projects, projects that are more region-wide, such as the Del Mar Fairgrounds Expansion Plan and One Paseo, are included in the regional modeling and projections for the project, based on the most current plans and proposals.

These projects have been considered to the extent practicable within the cumulative analysis conducted within this EIR. Consideration of potential cumulative impacts was given in the analysis contained within this EIR for all issue areas detailed in Chapter 4.0, Environmental Analysis, as well as the initial screening conducted as part of the Initial Study Checklist (see Appendix A) and summarized in Section 6.0, Effects Found Not to be Significant.

## 4.1 Land Use

This section addresses the consistency of the proposed project with the adopted City of Del Mar Community Plan, Del Mar Municipal Code (Municipal Code; including ordinances and zoning), and Local Coastal Program (LCP).

### 4.1.1 Existing Conditions

The project site has a land use designation and zoning of Public Facilities (PF). Existing development on the project site consists of two buildings, City Hall and an unoccupied building, and a portable trailer for IT staff on the upper pad at the corner of Camino del Mar and 11<sup>th</sup> streets, a portable trailer which is the Annex and a small building for hearings and the TV studio on the lower pad between 10<sup>th</sup> and 11<sup>th</sup> streets, and surface parking on both the upper and lower pads.

Surrounding land use is a combination of mixed use—commercial along the Camino del Mar corridor, and residential developments immediately beyond that corridor, and adjacent to the project site to the west, southwest, and northwest. Two vacant commercial lots and a small boutique hotel are located immediately south of the project site, and an office building is located immediately north.

To the southeast, across Camino del Mar, is a single parcel covered by the Garden Del Mar Specific Plan (GDMSP) (941 Camino del Mar) that was the site of a former gas station. The GDMSP envisions the development of approximately 20,000 square feet of gross floor area of small commercial condominium spaces for office, restaurant, and retail use. The GDMSP was approved by the voters in 2008, and while construction of the GDMSP project has not yet begun, a recorded Development Agreement between the City and the developer/property owner is on file. As noted in Chapter 4.0, the property owner has met with the City and expressed an interest in pursuing revision to the entitlements and design, but specific design proposals have not been submitted to date.

#### 4.1.1.1 Regulatory Framework

Development of the proposed project is governed by several regulatory documents, including the Del Mar Community Plan, Municipal Code which includes City ordinances and zoning regulations, and the Local Coastal Plan (LCP) Land Use Plan (LUP) and Implementing Ordinances. In addition to these regulatory authorities, there are several other local and regional plans and studies that provide guidance for land use and development in and around the project site. These City plans and ordinances are described below.

### **a. Del Mar Community Plan**

The Del Mar Community (General) Plan, first adopted in 1976, and last amended in 1985, identifies recommendations for the protection and preservation of the environment and addresses the nine planning topics as required by state law: land use, open space, circulation, housing, seismic safety, scenic highways, safety, noise, and conservation. Three major categories were developed by the City to organize the state-mandated elements in the Community Plan. The Environmental Management section of the plan addresses conservation, seismic safety, open space, and safety. The Transportation section of the plan addresses circulation, scenic highways, and noise; and the Community Development section addresses land use and housing. A separate Housing Element was approved for the 2013 to 2021 period by the City Council on May 20, 2013; and certified by the California Department of Housing and Community Development on June 6, 2013. The Community Plan also includes a Recreation Element, adopted under separate cover in 1985.

The Community Plan has an overarching goal to “preserve and enhance the special character of Del Mar, the elements of which are a village-like community of substantially single-family residential character, a picturesque and rugged site, and a beautiful beach.” There are six goals that serve as the plan’s basic framework to guide future development in Del Mar. While they do not specifically address the development of the proposed project or the project site, the goals do encourage the preservation of the community character, economic integrity, and public participation in City planning.

The Community Plan goals have associated objectives and policies. Specific recommendations are provided for different geographic areas of the City. These geographic areas, 10 in all, are referred to as districts. The project site is located within the Village Center District of the Community Plan that extends along both sides of Camino del Mar from 9<sup>th</sup> Street to 15<sup>th</sup> Street. The ones relevant to the proposed project are included in Table 4.1-1 located at the end of this section. A detailed evaluation of the proposed project for consistency with these Community Plan goals, policies, and objectives is provided in the Impact Analysis Section 4.1.4 below and Table 4.1-1. An overview of the Community Plan Elements is provided in the following paragraphs.

#### ***Environmental Management***

The Environmental Management Element of the Community Plan addresses issues associated with the acquisition and preservation of the San Dieguito Lagoon and floodplain; the beaches, bluffs, and accompanying canyons along the ocean; and the bluffs and canyons east of Camino del Mar. The two existing open space areas of Seagrove Park (a one-acre park located at the foot of 15<sup>th</sup> Street overlooking the ocean) and the Del Mar Bluff Preserve (located north of the mouth of the San Dieguito Lagoon adjacent to the ocean) are also addressed. None of these natural features are located within or adjacent to the project site. Thus, most of the Community Plan policies in this Element do not apply to the proposed project, except for select policies aimed at reducing direct and indirect water and air quality, archaeological, energy, water conservation, and seismic impacts associated with new construction. These relevant policies and objectives are listed in Table 4.1-1.

### ***Transportation***

The Transportation Element of the Community Plan addresses policies associated with issues related to public transportation (rail, bus), automobile circulation, scenic roadways, bicycle activity, pedestrian circulation, and transportation noise (from rail and vehicular traffic). Camino del Mar is specifically identified as a focus of vehicular circulation within the community. Despite the presence of Interstate 5 (which allows major north-south traffic to bypass the community), through-traffic comprises a large proportion of traffic on Camino del Mar. Currently, this occurs when travel on Interstate 5 is congested and motorists bypass the freeway by traveling through Del Mar, disproportionately affecting the northbound travel lanes of Camino del Mar.

Camino del Mar is also identified as a scenic roadway, and major bicycle activity occurs along the roadway. Specific recommendations within the Community Plan for Camino del Mar include limiting traffic flow, increasing parking, accommodating bicycle traffic, and adding streetscape amenities such as landscaping and benches. Some of these recommendations have been implemented, such as posting a low speed limit on Camino del Mar of 25 miles per hour. Streetscape planning studies for Camino del Mar since the 1985 amendment of the plan identify new landscaping, street furniture, pedestrian calming, and other streetscape improvements. The Transportation policies, objectives, and specific Village Center District recommendations relevant to the proposed project are listed in the Table 4.1-1.

### ***Community Development***

The Community Development Element of the Community Plan provides policies to preserve and enhance Del Mar's special village character and small town atmosphere. It includes policies restricting: height limits, massing of closely spaced buildings, view blockage, and incompatible development. It also describes various architectural and site design practices to protect and enhance human scale, warmth, charm, and pedestrian involvement, and to protect notable historic landmarks and structures of historic value. Several watershed protection policies are also included. The policies, objectives, and specific Village Center District recommendations relevant to the proposed project are listed in the Table 4.1-1.

The Del Mar Community Plan is available on the City's website at:

<http://www.delmar.ca.us/DocumentCenter/View/250>

### **b. Del Mar Municipal Code**

The project site and temporary relocation site are located within the PF Zone (Chapter 30.31 of the Municipal Code), which is designed for publicly owned land set aside, or in use, to support public schools and governmental offices and facilities. Per the development standards identified in subchapter 30.31.070, no setbacks are required, except that a minimum 10-foot-wide setback shall be provided on those portions of PF-zoned properties located along the common boundary of any adjacent residentially zoned property. Also, the Municipal Code limits building height to 26 feet, except for structures on property

fronting on the west side of Camino del Mar, which are not to exceed a height of 14 feet above the Camino del Mar elevation. The proposed project is located on the west side of Camino del Mar, and therefore, a height limit of 14 feet from the curb elevation of Camino del Mar is required along the eastern project site boundary.

All development within the PF zone is required to obtain a Design Review Board (DRB) Permit and undergo discretionary design review prior to approval. As part of the DRB review process, proposals are evaluated by the Design Review Board for consistency with the provisions of the Community Plan, zoning regulations, and applicable design review standards found in the Design Review Ordinance. The DRB's review involves an evaluation of a structure's placement and size, the materials and colors to be used, and in the case of a new structure, the type and extent of the landscaping proposed. It also involves an evaluation of the project's compatibility with surrounding development and traffic circulation on abutting streets.

Also included in the Municipal Code is the Tree Ordinance (Section 23.50), which protects all species of trees. The City's Tree Ordinance and associated Tree Protection Manual contain measures to avoid or reduce potential impacts to all tree species within the City. In cases where trees are proposed to be removed, the Tree Ordinance provides that a removed protected tree be replaced. Removed protected trees shall be replaced at a rate and species determined appropriate by the City in accordance with the Tree Mitigation Replacement Scale (see Municipal Code Section 23.50.090).

Due to the requirement for other permits and discretionary actions, the issuing authority is with the City Council. The City's DRB will consider the DRB permit and associated permits and discretionary actions in noticed public hearings and provide recommendations to the City Council.

The Del Mar Municipal Code is available on the City's website at:

<http://www.delmar.ca.us/171/Municipal-Code>

### **c. Local Coastal Program**

All properties within the City are located within the coastal zone as defined in the Coastal Act and are subject to the provisions of the certified Del Mar LCP. Del Mar's LCP is composed of the LCP LUP and Implementing Ordinances, including associated maps and exhibits, which have been certified by the California Coastal Commission (CCC) as being consistent with and meeting the requirements of the Coastal Act.

The primary goal of the LUP is to ensure that all land use and development activities in the City will be in conformance with the policies of the California Coastal Act of 1976, as amended. The LUP for Del Mar is a compilation of the goals, policies and recommendations identified in the Community Plan, various policy reports, the San Dieguito Lagoon Enhancement Program, as well as other goals and policies adopted by the City Council to guide future development within Del Mar. The LUP addresses shoreline goals and policies, beach and coastal bluff regulations, runoff and erosion control, flood hazards, and coastal

access. It includes several general land use development goals and policies that are relevant to the project, including to maintain the existing small-scale, low-intensity character of the community, to protect and preserve public views to the ocean and other significant natural resources, to minimize disturbance of natural topography and vegetation, to retain a pedestrian-oriented downtown, and to establish a comprehensive circulation and parking plan for the Camino del Mar area. The LUP is implemented by the regulations of the LCP Implementing Ordinances.

The LCP Implementing Ordinances were certified by the CCC and adopted into the Municipal Code in 2001. The Implementing Ordinances are contained in the Zoning Code (which comprises Title 30 of the Municipal Code) and address the following coastal issues (the associated Zoning Code chapter is shown in parentheses):

- Floodway Zone (FW) (Chapter 30.29)
- Beach Overlay Zone (Chapter 30.50)
- Setback Seawall Permits (Chapter 30.51)
- Bluff, Slope and Canyon Overlay Zone (BSC-OZ) (Chapter 30.52)
- Lagoon Overlay Zone (Chapter 30.53)
- Coastal Bluff Overlay Zone (Chapter 30.55)
- Floodplain Overlay Zone (Chapter 30.56)
- Public Access (Chapter 30.61)

The project site and temporary relocation site do not lie within any of the overlay zones listed above, but since all properties within Del Mar are located within the coastal zone as defined in the Coastal Act, both sites are subject to Coastal Development Permit (CDP) requirements (Chapter 30.75). Since the project site or the temporary relocation site are not located between the ocean and the first public road, the project site or temporary relocation site are not located in the CCC's appeal jurisdiction.

The LCP and LCP implementing ordinances can be accessed online at:

<http://www.delmar.ca.us/DocumentCenter/View/261> and  
<http://www.delmar.ca.us/DocumentCenter/View/262>

### **4.1.1.2 Other Studies of Relevance**

#### **a. Vision 2020**

Since adoption of the Community Plan, several plans and studies have been developed to address the continuing challenges in the downtown corridor, and in particular to address revitalization of the Village Center District. These plans and studies cover a range of topics, including economic, land use compatibility, parking, traffic circulation, and pedestrian and bicycle mobility.

Prepared in 2003, the Vision 2020 report represents the long range, year 2020 planning vision for the City as a whole. It was the result of a series of eight community focus group meetings held in February and March 2002, to generate ideas for the vision of Del Mar in 2020. This effort initiated the revitalization planning process and comprised part of the first of three steps; the first step being to develop a community vision and identify challenges.

The ideas were consolidated into 15 topics with an associated committee; each committee was asked to develop a clear description of the vision for their topic. Because this was a citywide visioning process, many of the 15 topics or locations discussed do not pertain to the project site and surrounding area. Vision 2020 topics relevant to the proposed project include the following:

- The development of new public facilities to better serve the residents and businesses of Del Mar; to differ from present facilities by being more functional for City businesses, better serving of community needs, seismically safe, and aesthetically pleasing;
- Adequate parking for residents and visitors;
- A more walkable community with a network of pedestrian and bicycle friendly sidewalks, trails, and paths connecting the beaches, lagoons, public parks, and central Village of Del Mar; and
- Working together to enhance the vitality and prosperity of the Village while preserving community character.

This plan can be accessed online from the City's website at:

<http://www.delmar.ca.us/DocumentCenter/View/269>

### **b. Camino del Mar Streetscape Master Plan**

The Camino del Mar Streetscape Master Plan dated December 1996 includes recommendations to guide future public and private improvements on Camino del Mar and adjacent to Camino del Mar with the intention of enhancing the corridor with elements such as planting, pedestrian paths, and street furniture concurrent with necessary future street and drainage improvements. The plan provides consultant recommendations based on the November 28, 1995 City Council Meeting and March 11, 1996 Steering Committee Meeting.

This plan can be accessed online from the City's website at:

<http://www.delmar.ca.us/DocumentCenter/View/244>

## 4.1.2 Impact Significance Thresholds

Based on Appendix G of the CEQA Guidelines, impacts related to land use would be significant if the proposed project would:

- Threshold LU-1** Physically divide an established community;
- Threshold LU-2** Conflict with any applicable land use plan, policy or regulation of an agency with jurisdiction over the project (including but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect; or
- Threshold LU-3** Conflict with any applicable habitat conservation plan or natural community conservation plan.

The proposed project would replace existing facilities with like facilities on the same parcel; therefore, the proposed project would not physically divide an established community. With respect to the temporary relocation site, the portable structures and parking would all occur on the existing paved Shores Park parking area. The proposed site is where temporary School District modular buildings were previously located for numerous years. Also, there is currently no conservation plan approved for this area and the project site and temporary relocation site are both fully developed. Further, there is no cumulative impact related to Threshold LU-1 and LU-3, and the proposed project would not result in any cumulative impact. Thus, Thresholds LU-1 and LU-3 are not evaluated further within this EIR.

## 4.1.3 Methodology

Land use impacts are assessed based on the physical effects related to land use compatibility and consistency with adopted plans and regulations. As indicated in the CEQA Guidelines, project inconsistency or conflict with a plan does not by itself constitute a significant environmental impact. The plan or policy inconsistency would have to result in or relate to a significant environmental impact in order to be considered significant pursuant to CEQA.

The analysis in this section is based on information obtained through site visits, aerial photographs, mapping, and a review of adopted plans and regulations. A detailed Visual Impact Assessment (see Appendix B) was conducted for the proposed project and included review of the project design for compliance with existing development regulations, including land use, height, setback, and other development regulations.

Refinement of some of the project design features that were contemplated but were not fully developed, were made based on comments received on the Draft EIR and input provided during public hearings. As a result, further analysis, photographs and exhibits, and information clarifying the existing condition, the proposed project design, and potential significance of impacts have been incorporated into the analysis of visual impacts in Section 4.2 of the Final EIR.

Through these means and analysis, the proposed project was evaluated for consistency with applicable plans and regulations, and the established goals and regulations for land use, conservation, and development in Del Mar. The Visual Analysis of both the project site and temporary relocation site is analyzed in Section 4.2, Aesthetics.

## 4.1.4 Impact Analysis

### 4.1.4.1 Issue LU-2: Consistency with Applicable Plans, Policies and Regulations

Threshold LU-2 states that land use impacts would be significant if the proposed project were to conflict with any applicable adopted land use plan, policy, or regulation, and the conflict results in or relates to a significant environmental effect.

#### a. Project Site

##### *Del Mar Community Plan*

Evaluation of the proposed project's consistency with the Community Plan is presented in a side-by-side format included as Table 4.1-1. All relevant Community Plan goals, objectives, and policies are included in the left column and a comparative consistency determination in the right column.

In summary, the proposed project was concluded to be consistent with the relevant goals, objectives, and policies of the Community Plan. Consistent with the Community Plan, the proposed project would provide for public facilities in the Village consistent with existing community character and would create new public view opportunities both on-site and in the immediate project vicinity. The on-site parking would minimize the impact of the automobile on the character of Del Mar through the provision of public parking where visitors can walk to surrounding businesses, leaving their car in one place. The pedestrian and bicycle access would be maintained along Camino del Mar, and Americans with Disabilities Act (ADA) access would be improved along 10<sup>th</sup> and 11<sup>th</sup> streets. On-site bicycle facilities would include bike racks and a compressed air station, similar to the existing facilities.

The proposed project building development standards would be consistent with the height requirements of 14 feet above the curb elevation of Camino del Mar (as discussed below under Del Mar Municipal Code), and the varied heights of the rooflines would provide for a perception of low mass-intensity of the buildings on-site. Various community activities on-site could include social, cultural and passive recreation, and noise limits would be maintained at property lines through attenuating design and conditions for use of the proposed project facilities. Land use impacts related to consistency with the Del Mar Community Plan would thus be less than significant.

### ***Del Mar Municipal Code***

The proposed project would comply with Municipal Code requirements for site development within the PF Zone (Municipal Code Chapter 30.31), which includes two maximum height allowances for the site. The first and prevailing height allowance is a maximum 14-foot limit above the continuous curb elevation along Camino del Mar. The second height allowance is the standard 26-foot height limit as measured by the three methodologies in Municipal Code Section 30.04.080. The site is also subject to a maximum two-story limit (Municipal Code Section 30.86.110.A.1). The proposed project is consistent with this restriction because a fully subterranean level that meets the definition of a basement (DMMC Section 30.04.020.C) is not considered a story as defined in DMMC Section 30.04.180.I.

The PF Zone does not require front, side, or rear yard setbacks; however, for sites that are immediately adjacent to a residentially zoned property, a minimum 10-foot required setback is applied (Municipal Code Section 30.31.070.1). The proposed project site includes a continuous 10-foot setback along the entire west property line between 10<sup>th</sup> Street and 11<sup>th</sup> Street where adjacent land uses are residential.

The Municipal Code also incorporates a minimum 20-foot setback from the intersection of 10th and Camino del Mar and 11th and Camino del Mar for street corner sight distance as required by Municipal Code Section 30.86.150. The proposed project would comply with the standard on-site utility undergrounding requirement per Municipal Code Section 30.86.210 and all applicable supplemental regulations in Municipal Code Chapter 30.86.

In addition to the Regulatory Conclusions of the Design Review Ordinance (Municipal Code Section 23.08.072 through Section 23.08.079), the PF Zone applies additional Design Review consideration in Municipal Code Section 30.31.060. Specifically, that the design, scale, height, bulk, coverage, and exterior appearance of all structures shall be in harmony with neighborhood character and development on nearby lots; considerations shall include the preservation of privacy on neighboring residential properties; and the proposed project's potential impact on the preservation of views to the ocean from both public right-of-way and private residential properties. As detailed in the Visual Impact Assessment (Appendix B to this EIR), and further detailed and documented in Section 4.2, Aesthetics, the development of the City Hall and Town Hall buildings would result in potentially significant impacts to public views on-site and from the Camino del Mar right-of-way and private residential views that can be mitigated to below a level of significance.

The refined project design has directly responded to some of the environmental issues previously identified for the proposed project at build-out. However, construction of expansion areas A, B, and C would further constrain views from Camino del Mar. While MM-AES-2 would maximize views of the ocean from Camino del Mar, additional mitigation was identified as a result of refined project design and public input, and is included as MM-AES-3. Implementation of this mitigation includes future review and approval through the City's Design Review process of the expansion areas, the incorporation of Town Hall Overlook, the limitation of new structures to achieve approximately 50 percent or more of the Ocean View Terrace, the use of open and transparent materials to the greatest extent

practicable in the upper (eastern) portion of the site, limiting the roofline of expansion area B to not exceed the height of the roofline of the adjacent City Hall structure as constructed, and the siting of the future development of expansion area A in a manner such that view access from Camino del Mar is approximately 50 percent of the length from the northeastern corner of City Hall to the northern property line, and reduce and maintain the ground cover landscaping (trees excepted) within the median of Camino del Mar, between 9<sup>th</sup> Street and 11<sup>th</sup> Street, to not exceed 24 inches in height, to expand views westward for northbound vehicle occupants and pedestrians on the east side of Camino del Mar. These and the other added mitigation would reduce impacts at buildout of the proposed project to less than significant.

The refined design also addressed the residential privacy issue protected under the Municipal Code 30.31. Design Review of the proposed project will ensure that orientation of on-site views would be screened or directed away from neighboring residential properties to preserve privacy (Municipal Code Section 30.31); and the design, scale, height, bulk, and coverage are in harmony with the neighborhood character (Municipal Code Section 30.31). The proposed project would also comply with the requirements for the DRB Permit, which would be conducted subsequent to the certification of this EIR for the expansion areas.

Grading and excavation associated with the proposed project, primarily for the development of the parking garage, would be subject to a Land Conservation Permit. As summarized in Chapter 3.0, Project Description, the proposed project would be required to comply with Municipal Code Section 23.33.03, and the issuance of this permit would be conducted subsequent to the certification of this EIR.

Thus, impacts related to consistency with the DMCC would be less than significant.

### ***Local Coastal Program***

The LCP LUP for Del Mar is reflected in the Community Plan and Implementing Ordinances are contained in the adopted Municipal Code. As described above, the proposed project would be consistent with the relevant goals, objectives and policies of the Community Plan; and by extension, would also be consistent with the land use goals of the LCP. Similarly, the proposed project's consistency with the Municipal Code would in turn make it consistent to the development regulations for the PF Zone. Therefore, land use impacts related to consistency with the LCP would be less than significant.

### **b. Temporary Relocation Site**

The proposed improvements and operation on the temporary relocation site was also evaluated for consistency with the Community Plan, as applicable, in Table 4.1-1. The relocation of the existing administrative operations to portable structures on the Shores Park site would be consistent with the existing land use and zoning on the site. At the City Council hearing on July 20, 2015, a resolution (Resolution #2015-46) was approved for the temporary relocation of the Administration/Council Chambers facilities to the Shores Park lower parking lot for a period of time not to exceed four months after the completion of construction of the City Hall/Town Hall project.

Limited improvements, including an improved two-way driveway access and utilities (water, sewer, telecommunications and electricity) would be required at the temporary site. These improvements would not alter the surrounding roadways and existing infrastructure is available to the site; thus, there would be no conflict with any environmental, transportation or public facilities related goals.

As summarized in Chapter 3.0, Project Description, the temporary relocation would be subject to a DRB permit and CDP. Construction of the driveway would require minor grading below the threshold for the requirement of a Land Conservation Permit, therefore, no Land Conservation Permit would be required for this site. No additional site preparation or grading is proposed for the placement of these temporary structures. Also, tree removal would not be required, and following completion of the proposed project, all structures and temporary uses would be removed or relocated back to the project site. The issuance of the DRB and CDP permits would be conducted subsequent to the certification of this EIR. Therefore, impacts from the relocation would be less than significant.

### **4.1.5 Cumulative Impacts**

The proposed project has been reviewed for potential cumulative impacts related to land use for Threshold LU-2, consistency with applicable plans, policies and regulations. As detailed in Section 4.1.4.1, the proposed project would be consistent with the Del Mar Community Plan and height limits established by the Municipal Code. No conflicts with any applicable plans or policies have been identified for the project. Additionally, no cumulative projects with significant land use consistency impacts have been identified in the vicinity of the project site or temporary relocation site. Thus, cumulative impacts related to land use consistency would be less than significant.

### **4.1.6 Level of Significance Prior to Mitigation**

As described in Table 4.1-1, the proposed project would be consistent with existing plans and regulations governing land use and development of the project site. Impacts associated with consistency with the Community Plan, Municipal Code, and the LCP, in addition to other documents referenced herein including Vision 2020 (Threshold LU-2), would thus be less than significant.

Similarly, the temporary relocation of the existing administrative operations to portable structures on the Shores Park site would be consistent with the existing land use and zoning on the site. No changes to the surrounding roadways or other infrastructure would be required for the relocation, and no tree removal would be required. Following completion of the proposed project, all structures and temporary uses would be removed or relocated back to the project site. Therefore, impacts from the relocation would be less than significant.

### **4.1.7 Mitigation**

No mitigation is required.

**Table 4.1-1  
Community Plan Consistency**

ID #	Page #	Community Plan Goal, Policy, Objective, or Recommendation	Consistency Analysis
Goal 1	31	Establish without delay a comprehensive program to preserve and acquire permanent open space sufficient to meet the long-range needs of the community, preserve and enhance natural resources, and protect areas and people susceptible to seismic and flooding hazards.	The project site and the temporary relocation site are currently developed and surrounded by developed land; the sites do not include open space suitable for preservation. However, the proposed project would provide plaza areas open for public access where no open plazas existed. <u>Designated on-site public spaces are identified in Figure 3-4 (added).</u>
Objective 1-H	32	Conserve the natural character of the land, water, vegetation and wildlife resources within the community.	The project site and temporary relocation site are developed and do not contain natural areas. Thus, this objective does not apply to the proposed project. However, some of the policies within this objective would apply and are included and addressed below.
Policy 1-H.5	32	Minimize particulate matter pollution that leads to sedimentation or siltation through implementation of erosion control plans and permits for new and redevelopment projects which pose such a threat to water quality.	Development of the proposed project would comply with current local, state and federal regulations that require minimization of water quality impacts. Thus, the proposed project would be consistent with this policy.
Policy 1-H.8	32	Reduce the quantity and duration of runoff and discharge of pollutants to the maximum extent practicable by integrating low impact design features, surface runoff source and treatment controls into new development and redevelopment land use decisions through conditions of approval.	Development of the proposed project would comply with current mandatory local, state, and federal runoff water quality regulations; and with the sustainability measures and design measures, minimization of runoff and water quality impacts would occur. Thus, the proposed project would be consistent with this policy.
Policy 1-H.9	32	Implement the City's jurisdictional urban runoff program to maximize pollution prevention and control measures that reduce and control the discharge of pollutants into Del Mar's storm drains, local creeks, beaches, and lagoons to the maximum extent practicable.	The proposed project would comply with the City's jurisdictional urban runoff program in effect at the time of construction. Thus, the proposed project would be consistent with this policy.

**Table 4.1-1  
Community Plan Consistency**

ID #	Page #	Community Plan Goal, Policy, Objective, or Recommendation	Consistency Analysis
Policy 1-H.12	32	Encourage reductions and modifications to air pollution generating activities and sources to reduce the deposition of air-borne pollutants and improve urban and storm water runoff water quality.	As further described in the Section 4.5, Air Quality, the demolition, construction and operation of the proposed project, including the temporary relocation site, would not exceed state or federal emissions standards. Also, potential water quality impacts associated with development would be reduced to be less than significant through adherence to current local, state and federal regulations. Thus, the proposed project would be consistent with this policy.
Objective 1-K	33	Require development in areas of archeological significance to be reviewed by the City of Del Mar to insure that such uses do not result in a permanent destruction of any archeological sites or cultural information.	As detailed in Section 4.3, Cultural Resources, an archaeological records search and coordination with Native American tribes and representatives revealed no recorded archaeological resources within or immediately adjacent to the project site. While most surface or shallow subsurface archaeological deposits would have been destroyed or heavily disturbed by previous construction of the existing facilities, there is still the possibility for unknown subsurface archaeological deposits to be present below the depth of disturbance. To avoid potential archaeological impacts, the proposed project includes a mitigation measure that requires that both a qualified monitor and Native American monitor be present during grading and excavation at both the project site and the temporary relocation site. Thus, the proposed project would be consistent with this objective.
Objective 1-L	33	Reduce energy consumption and encourage material recycling.	The proposed project would involve construction practices and materials that are considered to be sustainable or “green” building practices. Consistency with Title 24 Building Standards, and compliance with state and City regulations for demolition and solid waste recycling, is incorporated into the proposed project construction practices and design. Thus, the proposed project would be consistent with this objective.

**Table 4.1-1  
Community Plan Consistency**

ID #	Page #	Community Plan Goal, Policy, Objective, or Recommendation	Consistency Analysis
Objective 1-M	33	Promote the prudent use of water resources by encouraging natural landscaping that requires little watering.	The Del Mar Municipal Code includes a Water Conservation Program (Chapter 20.60) that requires new and altered structures to install water-conserving toilets, showers, faucets and other fixtures, and a drought-tolerant landscaping design that uses only low- volume drip or micro irrigation systems. The proposed project would include such water conservation measures, design, and appliances. Thus, the proposed project would be consistent with this objective.
Policy 1-M.1	33	Encourage conservation measures and water recycling programs that eliminate or discourage wasteful uses and urban water runoff.	As described above, Del Mar’s Water Conservation Program (Chapter 20.60 of the Municipal Code) requires projects to incorporate water conservation design. The proposed project would incorporate measures that minimize wasteful use of water and urban runoff through, use of drought-tolerant plants with low volume drip or micro irrigation systems. The proposed project could also include additional water conservation design and measures, such as the use of permeable pavers, bio swales, rain gardens, and other practices to collect and filter urban runoff <u>for greywater reuse on-site</u> . Recycled water is not currently available to the site; however, the proposed project would be designed in a manner that would allow the conversion to recycled water when it is available. Thus, the proposed project would be consistent with this policy.
Policy 1-M.2	33	Maximize a development’s pervious landscaping footprint by reducing lawn areas, promoting turf that requires low irrigation and taking advantage of permeable material areas (i.e., mulch, gravel, porous pavers).	See response and consistency determination to Policy 1-M.1 above.

**Table 4.1-1  
Community Plan Consistency**

ID #	Page #	Community Plan Goal, Policy, Objective, or Recommendation	Consistency Analysis
Policy 1-M.3	33	Strategically plan and increase use of deciduous shade trees, evergreen trees, and drought tolerant native vegetation, as appropriate.	The proposed project, <u>including the conceptual landscape plan</u> , includes the use of a plant palette that emphasizes drought-tolerant California-friendly planting materials, including native vegetation, and the use of shade trees where appropriate. Furthermore, the proposed project will comply with the Tree Ordinance of the Municipal Code (Section 23.50), and only planted ornamental trees would be replaced onsite. No landscaping or removal of trees is proposed for the temporary relocation site. Thus, the proposed project would be consistent with this policy.
Policy 1-M.4	33	Implement water conservation measures in buildings and landscape site design.	See response and consistency determination to the Objective 1-M and Policy 1-M.1 above.
Objective 1-O	33	Minimize the loss of life and destruction of property from seismic and geological occurrences.	The proposed project would include the removal of the existing onsite building that was previously determined to be seismically unsafe. Furthermore, the new construction onsite would comply with local grading regulations that require preparation of site-specific geotechnical investigations; and with state and local building standards that require structures to be built to withstand specific seismic/structural integrity thresholds. The placement of the portable structures for the temporary relocation site would be done in a manner consistent with state safety codes for portable structures. Thus, the proposed project would be consistent with this objective.

**Table 4.1-1  
Community Plan Consistency**

ID #	Page #	Community Plan Goal, Policy, Objective, or Recommendation	Consistency Analysis
Policy 1-P.5	33A	The water quality protection measures set forth throughout this Community (general) Plan are based on the Federal Clean Water Act (CWA), the Porter-Cologne Water Quality Control Act (Division 7 of the Water Code, Commending with Section 13000), applicable state and federal regulations, all applicable provisions of statewide Water Quality Control Plans and Policies adopted by the State water Resources Control Board (SWRCB), the Water Quality Control Plan for the San Diego Basin adopted by the Regional Board, the California Toxics Rule and the California Toxics Rule Implementation Plan.	The proposed project would comply with current local, state and federal regulations that require minimization of water quality impacts. Thus, the proposed project would be consistent with this policy.
<b>Goal 2</b>	48	Minimize the impact of the automobile on the character of Del Mar and emphasize a more pedestrian oriented environment, safer sidewalks, landscaped buffer zones, and alternate means of transportation.	The proposed project would include pedestrian access onto the site and along the perimeter with Camino del Mar. Bicycle access and facilities would also be provided with the proposed project, to maintain the current access along Camino del Mar and provide for safe and adequate storage facilities for City staff and the public onsite. Thus, the proposed project would be consistent with this goal.
Objective 2-A	48	Encourage a pedestrian-oriented non-motorized community by developing a system of bicycle right-of-ways and pedestrian paths, and discouraging high speed traffic along City Streets.	See response and consistency determination to Goal 2 above.
Policy 2-A.3	48	Provide a continuous north-south bicycle network through the City.	The proposed project would maintain the north-south bicycle access along Camino del Mar during construction and operations. Thus, the proposed project would generally be consistent with this policy.
Policy 2-D.2	48	Encourage sound reduction construction techniques in new buildings within the 65 decibel boundaries adjacent to Camino del Mar and the Railroad right-of-way.	As further discussed in Section 4.7, Noise, the proposed project would be constructed in a manner consistent with regulatory standards, and would minimize noise and vibration impacts from traffic along Camino del Mar. Thus, the proposed project would be consistent with this policy.

**Table 4.1-1  
Community Plan Consistency**

ID #	Page #	Community Plan Goal, Policy, Objective, or Recommendation	Consistency Analysis
Goal 2: Specific Recommendations	48-51	Camino Del Mar – limit through traffic, increase parking, increase pedestrian traffic and accommodate bicycle traffic. Study to determine possibility of limiting travel lanes to one in each direction, dedicated bicycle and/or parking ROW, widening of sidewalks, and beautification. Provide bicycle parking area within Del Mar Plaza, Stratford Square, Canterbury Corners, and City Hall.	The proposed project would provide for an increase in parking for the public visiting City Hall or surrounding businesses. Pedestrian and bicycle traffic would be maintained along Camino del Mar, and ADA access would be provided <u>within the project site between</u> <del>along both</del> 10 <sup>th</sup> and 11 <sup>th</sup> streets. Onsite, bicycle bike racks and compressed air dispensers would be provided. Thus, the proposed project would be consistent with this specific recommendation.
<b>Goal 3</b>	57	Preserve and enhance Del Mar’s special residential character and small town atmosphere with its harmonious blending of buildings and landscape in proximity to a beautiful shoreline.	The proposed project has been designed in a manner to be complimentary to the existing surrounding development. The proposed project would comply with Municipal Code requirements for site development within the PF Zone, including the height allowances of the 14-foot limit above Camino del Mar and the 26-foot height limit as measured pursuant to Municipal Code Section 30.04.080. The proposed project would maintain a 10-foot required setback adjacent to the residentially zoned property to the west and a minimum 20-foot setback from the intersections along Camino del Mar (Municipal Code Section 30.86.150). The placement of facilities on the temporary relocation site would be of similar height to existing onsite buildings associated with the Winston School, which are single-story. The project would also be required to comply with the Municipal Code ordinances and DRB Permit that are intended to protect community character and scenic resources. Thus, the proposed project would be consistent with this goal.
Policy 3-A.1	57	Enact appropriate land use controls consistent with the Community Development Plan.	See response and consistency determination to Goal 3 above.

**Table 4.1-1  
Community Plan Consistency**

ID #	Page #	Community Plan Goal, Policy, Objective, or Recommendation	Consistency Analysis
Objective 3-B	57	Insure that future development, whether commercial or residential, does not detract from high quality vistas and terrain, either by blocking views or disturbing natural topography, mature trees, or native growth.	<p>As noted above for Goal 3, and further described in Section 4.2, Aesthetics, design review of the proposed project is required to ensure that future building and landscape designs are consistent with development regulations. The proposed project design would provide public viewing spaces <del>in the civic plaza</del> <u>on-site as illustrated in Figure 3-4 (added)</u>. Mitigation measures are recommended that would further ensure landscaping and structure elements do not unreasonably block views, <u>including all of the future expansion areas under the refined project design and with newly identified mitigation measures</u>. <del>However, construction of expansion area A would block views through the proposed civic plaza space. No feasible mitigation measure has been identified that could reduce the impact to scenic views from expansion area A to below a level of significance. Thus, while a significant and unavoidable impact to scenic views would occur, the</del> <u>Therefore, the</u> proposed project would otherwise be designed to maximize preservation of vistas to the maximum extent practicable. <del>Thus, the project and</del> <u>and</u> would be <u>generally</u> consistent with this objective.</p>

**Table 4.1-1  
Community Plan Consistency**

ID #	Page #	Community Plan Goal, Policy, Objective, or Recommendation	Consistency Analysis
Policy 3-B.1	57	Strengthen height controls to protect scenic vistas from both private and public areas. Construction in areas of view sensitivity should require design approval to insure protection, in an equitable manner, of the right to view scenic vistas from both near and far.	As noted above for Goal 3, and further described in Section 4.2, Aesthetics, a visual analysis was conducted for the proposed project. The analysis concluded that significant impacts to scenic views could be mitigated to below a level of significance. <u>Further refinement of the project design, as well as identification of additional feasible mitigation measures would mitigate potentially significant impacts that could occur at build-out of the expansion areas to below a level of significance, with the exception of impacts resulting from construction of expansion area A. However, the</u> As stated in this section, the proposed project would meet the height regulations under the methodologies within the Municipal Code and would undergo design review. Thus, the proposed project would be consistent with this policy.
Policy 3-B.2	57	Where possible, the creation of new viewpoints should be encouraged from public and commercial spaces.	The proposed project includes the development of new outdoor and indoor viewpoints from the City administration building and the plazas along the <del>northwestern</del> <u>northern</u> and <del>southwestern</del> <u>southern</u> portions of the <del>plaza</del> <u>project site (refer to Figure 3-4 [added])</u> . Where possible, the proposed project was oriented and designed to provide openness for scenic views from nearby streets to the ocean. The outdoor spaces would be available to the public and would include planters and seating to take advantage of ocean views and provide public viewing spaces. Thus, the proposed project would be consistent with this policy.

**Table 4.1-1  
Community Plan Consistency**

ID #	Page #	Community Plan Goal, Policy, Objective, or Recommendation	Consistency Analysis
Objective 3-F	57	Protect and enhance human scale, warmth, charm, interest, texture, pedestrian involvement, and landscaping.	Consideration of the human scale was included in the design of the proposed project, including the characteristics noted for this objective. The architecture, signage, streetscapes, and open space/plazas were developed to reflect the usage associated with public facilities. As noted above for Goal 3, and further described in Section 4.2, Aesthetics, the visual analysis conducted for the proposed project concluded that the design would be consistent with existing development surrounding the project site. Thus, the proposed project would be consistent with this objective.
Policy 3-F.1	57	Encourage harmonious development which is in scale with the character of existing development.	See response and consistency determination to Goal 2 and Objective 3-F above.
Policy 3-F.5	57	Protect notable landmarks and structures of historic value to the community by requiring City approval prior to exterior remodeling or demolition.	As detailed in Section 4.3, Cultural Resources, two buildings over 50 years old are currently located on the project site, and the third was built in the 1980s (Hearing room/TV studio). While the two older structures are more than 50 years old, they are not considered to be historically significant pursuant to CEQA and City criteria for significance. Furthermore, the oldest building has been determined to be structurally unsafe and access is prohibited. Thus, the proposed project would not affect historic resources and would be consistent with this policy.
Goal 4	59	Focus major retail and office activity into an economically viable, pedestrian oriented and attractive area that serves the needs of both residents and visitors and is well integrated into the residential	The proposed project would be located within the Village area, allowing the proposed civic facilities and parking to serve both administrative users and visitors, as well as public and community meeting space needs and Village visitor parking. Additional objectives and policies related to the proposed project are included below. The temporary relocation site is outside of the Village area; therefore, the below policies would not apply to this component of the proposed project.

**Table 4.1-1  
Community Plan Consistency**

ID #	Page #	Community Plan Goal, Policy, Objective, or Recommendation	Consistency Analysis
Objective 4-B	59	Insure that the downtown area is well integrated into the residential fabric of the community.	As noted above for Goal 3 and associated policies and objectives, and further described in Section 4.2, Aesthetics, the visual analysis conducted for the proposed project concluded that the design would be consistent with existing development surrounding the project site. Thus, the proposed project would be consistent with this objective.
Policy 4-B.1	59	Encourage alternatives to the use of the automobile for tourist access to downtown.	As described in the consistency analysis for objectives above, the proposed project would provide additional public parking for visitors coming to the surrounding Village area to allow for pedestrian access to the business along Camino del Mar. The bicycle and pedestrian facilities would be maintained and ADA access <u>within the project site between</u> 10 <sup>th</sup> and 11th streets would be improved. Thus, the proposed project would be consistent with this policy.
Policy 4-B.5	59	Establish strict limits on noise within the downtown area.	As detailed in Section 4.7, Noise, the construction and use of the facilities once developed would comply with the existing noise standards. Furthermore, noise attenuation design or operational conditions have been incorporated into the proposed project where minimization of the noise on adjacent properties could be achieved. Thus, the proposed project would be consistent with this policy.
Objective 4-C	59	Create a pedestrian oriented downtown which groups retail services with facilities for civic and community activities.	The proposed project would be located adjacent to existing retail services, and provides a location for visitors to park and walk to businesses. Thus, the proposed project would be consistent with this objective.

**Table 4.1-1  
Community Plan Consistency**

ID #	Page #	Community Plan Goal, Policy, Objective, or Recommendation	Consistency Analysis
Policy 4-C.3	59	Encourage developments which provide social, cultural, and recreational activities.	As described in Chapter 3, Project Description, the proposed project includes up to 3,200 square feet of Town Hall meeting space, approximately 15,000 square feet of outdoor public plaza space, and up to 20,000 square feet of future expansion area for public facilities consistent with the existing zoning. The outdoor plaza areas, as well as indoor meeting space for community events, could support social, cultural and passive recreational activities. Thus, the proposed project would be consistent with this policy.
Policy 4-C.4	59	Develop a pedestrian network which ties all parts of the downtown together in a way which reduces conflicts with the automobile.	As stated in Goal 2 above, the proposed project would include pedestrian access onto the site and along the perimeter with Camino del Mar. Thus, the proposed project would be consistent with this policy.
Objective 4-D	59	Maintain architectural design and low mass-intensity scale within the downtown area that is in keeping with the traditional village character of the community.	As noted above for Goal 3 and associated policies and objectives, and further described in Section 4.2, Aesthetics, the proposed project design would be compatible with the existing character of the surrounding Village in terms of height and mass and consistent with the height of the adjacent residential development. Thus, the proposed project would be consistent with this objective.
Policy 4-D.1	59	Promote informality of design with varied and interesting setbacks.	The proposed project would have varied vertical relief through setbacks and placement of outdoor plazas throughout the project site. The proposed project design would add architectural variety and interest, and provide a perception of low mass-intensity scale. Thus, the proposed project would be consistent with this policy.

**Table 4.1-1  
Community Plan Consistency**

ID #	Page #	Community Plan Goal, Policy, Objective, or Recommendation	Consistency Analysis
Policy 4-D.2	59	Encourage floor areas and building siting which provides ocean views and open space.	As stated above in Policy 3-B.2, the proposed project would result in the creation of new outdoor viewpoints from the <del>northwestern-northern</del> and <del>southwestern-southern</del> plazas <u>within the project site</u> . Public views would also be available through the City Hall building through the use of the open design. The outdoor spaces would be available to public and include planters and seating that take advantage of ocean views and provide public viewing spaces. Thus, the proposed project would be consistent with this policy.
Policy 4-D.3	59	Limit the height of structures to preserve view corridors while encouraging low mass-intensity structures.	The proposed project would comply with the existing height limits. The project design provides for a perception of low mass-intensity of the proposed buildings onsite. Thus, the proposed project would be consistent with this policy.
Policy 4-D.4	59	Encourage building designs and uses that utilize the advantages of Del Mar's warm, sunny climate.	The orientation of the proposed project and building materials selected reflect the climate of the area, and provide for a more sustainable building design. Thus, the proposed project would be consistent with this policy.
Goal 5	60	Preserve the economic integrity of the community.	The redevelopment of the project site with new City Hall/Town Hall facilities and an increase in public parking on the site would support this goal with a revitalization of the site, including improved sidewalks, provision of additional parking, and upgrade civic facilities. Thus, the proposed project would be consistent with this goal.

**Table 4.1-1  
Community Plan Consistency**

ID #	Page #	Community Plan Goal, Policy, Objective, or Recommendation	Consistency Analysis
Goal 6	60	Assure continuing public participation in City planning by developing procedures in which citizens can participate in updating general plan goals and policies and help in implementing programs including consultation and advice on enabling legislation.	As outlined Chapter 3, Project Description, the proposed project was developed through a process that involved numerous public workshops, City Council meetings, Community Forums, polling, and other means of soliciting community input (such as through online and paper-based surveys). Preparation of this EIR also involved public notification and solicitation of public input as to the scope of the EIR. <u>Further refinement of the project has continued since public review based on public comments received on the Draft EIR and also within public hearings and workshops on the project.</u> Thus, the proposed project would be consistent with this goal.

## 4.2 Aesthetics

This section addresses the visual aspects of the proposed project and compatibility with existing land use regulations and policies in terms of view quality and neighborhood visual character. The analysis completed in this section is based on an independent Visual Impact Assessment prepared by Estrada Land Planning dated September 2015, of the conceptual site development plans prepared by Miller Hull Architects. This Visual Impact Assessment is included as Appendix B.

The Final EIR includes the refinement of some project features contemplated in the Draft EIR, such as building architecture and materials, rooflines, landscaping, and the location and orientation of on-site public spaces. To more effectively describe the existing condition and the analysis of environmental effects with the refined conceptual site plan, photographs, exhibits, and further analysis have been incorporated into this section of the Final EIR. New and revised graphics to reflect the refined design have been added and all figures in this section have been moved to the end of the EIR section. The numbering of the new figures follows the last figure included in the Draft EIR circulated for public review which was Figure 4.2-10, and Photograph 11. Also, a reference in the text has been included to note if the figure is “added” or “refined.” While the Visual Impact Assessment reflects the proposed project prior to refinements made during and post-public review of the Draft EIR, this revised section provides an updated analysis of the proposed project with refinements.

### 4.2.1 Existing Conditions

#### 4.2.1.1 Environmental Setting

##### a. Topography and Landform

The proposed project site consists of a west-facing hillside that slopes downward in the direction of the Pacific Ocean. The site was previously graded into two development pads – an upper and lower pad – and therefore has an altered landform. The existing administrative offices, an uninhabitable building, IT portable office, and parking lot are located on the upper pad, while the Annex portable building with offices and meeting space, the hearing chambers and television station, and parking are on the lower pad. Both pads are relatively flat and created via cut and fill. 10<sup>th</sup> Street and 11<sup>th</sup> Street, which border the property to the south and north, respectively, generally follow the steep hillside slope that was constructed.

Existing landscaping on-site includes various ornamental trees along the eastern property line at Camino del Mar, directly in front of the existing City Hall (Figure 4.2-11, Photograph 12 added). Along the rest of the site frontage on Camino del Mar, the embankment is vegetated

with ice plant, volunteer vegetable plants, and scattered low brush (Figure 4.2-11, Photograph 13 added). At the southern corner, east of the trash receptacle enclosure, is a single ornamental tree which extends above the sidewalk grade (Figure 4.2-12, Photograph 14 added). Ornamental trees, including Afghan pines, are planted around the hearing chambers and television studio, and along the western property line (Figure 4.2-12, Photograph 15 added); a mature eucalyptus tree is located in the northwestern corner of the project site (see Figure 4.2-13, Photograph 16 added). A single ornamental tree is located immediately adjacent to the north side of the City Hall building, along 11<sup>th</sup> Street (Figure 4.2-14, Photograph 17 added).

Within the public rights-of-way for 10<sup>th</sup> and 11<sup>th</sup> streets are large trees planted on private property that overhang into the east-west view corridors along these roadways (Figure 4.2-14, Photograph 17, and Figure 4.2-15, Photograph 18 added). Along Camino del Mar, planted medians exist in front of the City Hall property, with intermittent Torrey pines, ornamental trees, and hedges approximately 2 to 4 feet in height (see Figure 4.2-16, Photographs 19 and 20, and Figure 4.2-17, Photographs 21 and 22 added).

With respect to the Shores Park site, the temporary relocation of City administrative services and hearings to this site would occur within the parking lot on Stratford Court, immediately south of the Winston School buildings. This property was previously graded with an upper pad that contains buildings, parking and play fields, and the lower pad with the Winston School and parking. An access driveway along the southern property boundary generally follows the steep graded slope. A chain link fence with dense ornamental vegetation of similar height to the fence, extends along the western property line, at the top of the slope (Figure 4.2-18, Photograph 23 added).

## **b. Community Character**

The City has an eclectic style of architecture, landscape, parking areas, and streetscapes. Camino del Mar is the visually prominent road through the City. It is comprised of two travel lanes in both directions with bike lanes and either parallel or angled parking along much of its edges. No parking is permitted along Camino del Mar in front of the City Hall site. In most locations, including in front of the proposed project site, the north- and southbound lanes are divided by landscaped medians with mature trees and a variety of smaller shrubs and groundcover (refer to Figures 4.2-16 and 4.2-17 added). The pedestrian walkways adjacent to Camino del Mar have variable widths due to a variety of building setbacks. The walkway surface in front of City Hall is comprised of decomposed granite in a sand color and landscaped with a variety of materials which include a few large trees (refer to Figure 4.2-11, Photograph 13 added).

The primary concentration of businesses includes office, retail, restaurants, and hotels located along Camino del Mar. The residential areas are located to the east and west of Camino del Mar, and the proposed project site. The beach and bluffs are located beyond the adjacent residences to the west, with the upsloping vegetated hills to the east.

The majority of the buildings in Del Mar in both residential and commercial zones are limited to two stories in order to protect ocean views and to maintain a low-scale character of

development, however, some of the older structures exceed the currently adopted height limits. The existing Village architecture is a mixture of historical and modern styles. The common design form found along the eclectic collection of architectural treatments is the dominance of human scale and visual interest provided by the variety of shops and outdoor spaces. The different building materials, display of public art, sidewalk cafes, and shop items for sale along the sidewalk all create a very human scale.

The existing City administration building is one of three civic spaces within the area; the others being the library located northeast at Camino del Mar and 13<sup>th</sup> Street, and the post office north from the site on 15<sup>th</sup> Street. The City administrative buildings differ in character from other downtown buildings and are set back somewhat from Camino del Mar. As previously detailed in Chapter 3.0, the City Hall buildings in the northeastern corner of the site were originally built as school buildings, with some modification to the front façade in subsequent years. The building located in the southwestern corner of the proposed project site houses the hearing chambers used for City Council, Planning Commission, and Design Review Board meetings, as well as other community workshops and meetings. The Del Mar television station also occupies part of the building for operations and broadcasting to the community. There are also two portable buildings on-site for office and meeting space.

The Shores Park temporary relocation site is within the residential community that lines Stratford Court west of Camino del Mar. To the southeast of the relocation area, a hotel sits at an elevation in proximity to the upper pad. Directly south and west are residential properties oriented westward toward the Pacific Ocean.

### c. Scenic Resources

Scenic resources are designated in the Community Plan and include the Pacific Ocean, beaches, bluffs, trees, and historic properties. ~~The beaches and bluffs are not visible from the proposed project site. The Pacific Ocean is visible, on an intermittent basis along Camino del Mar, between existing vegetation and buildings. From the project site “blue water” views of the Pacific Ocean are seen both from the parking areas on the site and through the buildings onsite.~~

None of these City-designated coastal scenic resources or historic properties occur on the site; however, the project site does offer views of these resources as discussed further in Section d. ~~Scenic Views Public Right of Way and Private Residential.~~

There is a diverse collection of trees in the project vicinity, including mature eucalyptus and Torrey pines. The Torrey pine is indigenous to this region and has become a symbolic tree for the City. The Community Plan considers Torrey pines as significant visual resources. The City’s Tree Ordinance and associated manual consider all trees within the Village District area as significant scenic resources. No Torrey pines are planted on the project site; however, The project site also has five planted Torrey Afghan pines, as well as other ornamental landscaping, exist.

There are no designated state scenic highways with views of proposed project site, but the Community Plan designates Camino del Mar as a scenic roadway since it provides views of

scenic resources. Scenic resources identified within the viewshed of Camino del Mar, in the project vicinity, are described below in Section d. Scenic Views include the Pacific Ocean, coastline, and Del Mar hillsides.

The scenic resources in the area of the temporary relocation site at the Shores Park are generally the same as the project site due to the site's proximity to Camino del Mar and orientation westward toward the ocean. The temporary relocation site is developed with a parking lot and planted ornamental vegetation on the surrounding slopes. No trees are located within the temporary relocation area.

#### **d. ~~Public Right of Way and Private Residential~~ Scenic Views**

The City places a high importance on the preservation of scenic views from private residences, from both and public views, including public rights-of-way, and private residential locations. As stated in Section 23.51.010 C. of the Municipal Code, "Scenic Views, whether of the Pacific Ocean, nearby lagoons, canyons, the community and its landscapes and urban forest character, or other scenic vistas, produce a variety of significant and tangible benefits for residents, property owners and visitors." The project site offers scenic views from parking areas and around the existing City Hall buildings, adjacent to the project site along 10<sup>th</sup> and 11<sup>th</sup> streets, along Camino del Mar in both directions, and beyond among private residences.

While the beaches and bluffs are not visible from the proposed project site, the Pacific Ocean is visible within the upper parking area on the site, the tables on the west side of the lower level of City Hall, and between the City Hall buildings (e.g., existing City Hall, unoccupied building, and IT portable) on the upper pad. Figures 4.2-19 through 4.2-21 added contain photographs that captured the "blue water" Pacific Ocean views from these on-site locations (Photographs 24 through 27 added). Scenic "blue water" views also presently exist across the project site, and on an intermittent basis along Camino del Mar, between existing vegetation and buildings, as shown in the photographs compiled as Figure 4.2-22 (Photographs 28 and 29 added).

The following provides a description of scenic views in terms of private residential views and public views. While commercial properties are considered private, these private views are not covered by the Municipal Code, nor are such views protected under CEQA.

#### ***Private Residential Views***

An analysis was conducted to identify key private residential views that would exemplify the visual effects of the proposed project. According to the Del Mar Municipal Code (Municipal Code) Design Review Chapter (23.08.040), primary scenic view from private residences means "a view of the ocean, the community, lagoons, canyons or other scenic vistas from the primary living area of a residence." Primary living area is defined as "that portion of a residence determined [...] to be the main gathering and entertainment room used by residents and guests of the residence." A residence may only be limited to one primary living area (oftentimes a living room, dining room, or great room), which in no case shall be a bedroom, bathroom, storage area, stairwell, or hallway. As defined by the Municipal Code 23.08.040, primary scenic views are limited to residential properties exclusively and do not apply to commercial properties.

In order to determine which private residential views illustrate the most critical visual changes, a series of eastward-facing photographs were taken from various points within the City Hall/Town Hall site at elevations equal to proposed future building rooflines. Residences where windows were most frequently seen were noted and compared with planning documents and building floor plans on file with the City to ensure windows were from potential primary living spaces. Based on this analysis, the selected key view locations as seen from a primary living area for the residences are shown on Figure 4.2-1. An analysis was completed to show the view from each key view location under three conditions: (1) existing conditions, (2) proposed City Hall/Town Hall buildings (initial phase of development), and (3) proposed buildings with expansion area. These scenarios were depicted using 3D modeling superimposed over the existing views to represent simulations of proposed improvements.

**Key View #1.** Key View #1 is the view west from 1103 Luneta Drive. In Figure 4.2-2a, Photograph 1 shows Key View #1 in the existing condition. As shown, Key View #1 in the existing condition includes views of the ocean past mature vegetation, utility poles and trees.

**Key View #2.** Key View #2 is the view west from 326 10<sup>th</sup> Street. In Figure 4.2-3, Photograph 4 shows Key View #2 in the existing condition. As shown, in the existing condition, views of the City Hall site are obscured by existing foreground structures. The existing view includes the parking area at the rear of the commercial building and the roof of the commercial building. Mature trees are visible above the roofline and blue water views are intermittently visible in the distance.

**Key View #3.** Key View #3 is the view west from the property line at 411 10<sup>th</sup> Street. In Figure 4.2-4a, Photograph 6 shows Key View #3 in the existing condition. In the existing condition, the City Hall site is visible in the distance across Camino del Mar but is largely obscured by existing trees and mature vegetation. Blue water views are visible from this key view with portions of the view obscured by mature vegetation, trees, and utility poles.

### ***Public Views***

Public views are areas where the public has unrestricted view access to scenic resources. This can include roadways and sidewalks, parks, trails and pathways, and public properties where security is not a significant concern (e.g., no fencing or restricted access). Within the City, areas that would be considered public would include the beaches, Shores Park and Powerhouse Park, sidewalks and pathways including street furniture (e.g., benches, planters, tables, etc.), road rights-of-way, and public properties including the library, post office, and the existing City Hall site.

On-site public views are an important part of the City Hall experience. As described above, in the existing condition, scenic views are present within the upper parking lot, in and around the buildings on the upper pad, including between the existing City Hall and the vacated building to the south, and from the tables immediately west of the lower level of City Hall (refer to Figures 4.2-19 through 4.2-21 added). These existing on-site views are partially obstructed by mature vegetation, structures, and utility poles and lines located to the west of the project site. Further, due to the lack of formal on-site public viewing spaces, these views are often

experienced for brief amounts of time while parking a car and walking to and from the buildings.

In the proposed project area, ~~two types of~~ public views from three roadways are addressed in City regulations for oversight and protection. These include the westward views from the public right-of-way down east-west road corridors such as 10<sup>th</sup> and 11<sup>th</sup> streets, and along Camino del Mar, in both the northbound and southbound directions. City development regulations intend that new development projects should not unreasonably block significant public coastal views. Additionally, regulations require that no structure shall be erected within 20 feet of the intersection of arterial-collector streets as measured from the center of the nearest curb return to maintain that view corridor and roadway safety.

The following key views were chosen to represent the public views toward the ocean down the 10<sup>th</sup> and 11<sup>th</sup> Street Corridors and views along Camino del Mar. These views were selected based on the number of viewers, presence of scenic resources and vistas, and locations where views could be affected. Below is a discussion of the view experience and the key public views observed.

**10<sup>th</sup> Street View.** The view from Camino del Mar down the 10<sup>th</sup> Street corridor, as shown in Figure 4.2-15 (added), is open at the intersection looking westward. The hearing chambers and television studio are located on the right (north) side of the view, and ~~includes~~ existing residential structures are across from the lower pad on the project site, and both sides of the street beyond. Mature vegetation and trees occur on ~~both~~ the project site surrounding the hearing chambers/television studio, and beyond the property line on surrounding properties, which obscure blue water views looking west down 10<sup>th</sup> Street from the intersection. Ocean views are visible looking northwest through the project site from the corner of 10<sup>th</sup> Street and Camino del Mar. As one proceeds westward on 10<sup>th</sup> Street, the elevation of the roadway drops below the treeline and views of the Pacific Ocean appear at the terminus of the road.

**11<sup>th</sup> Street View.** The view from Camino del Mar west down the 11<sup>th</sup> Street corridor has blue water views at the end of the corridor (refer to Figures 4.2-13 and 4.2-14 added). The roadway corridor is lined near the intersection with existing commercial structures on the north side and City Hall on the south side of the street, with residences lining the street beyond. Mature trees are located along the western property line and beyond on the south side of the street, and further westward on the north side of the street. Proceeding westward, the views of the ocean increase as the roadway descends in elevation toward to the terminus of the roadway.

**Camino del Mar View.** Views along Camino del Mar represent a sequential view that changes as the viewer travels along the project frontage in both the northbound and southbound directions. Views are observed by pedestrians, bicyclists, or motorists over a period of time depending on the mode and speed. The pedestrian views are experienced over a longer duration, while motorists and bicyclist traveling along Camino del Mar are traveling at a higher speed and are generally required to focus on the roadway; and therefore, the views are primarily associated with the stop signs intersections, such as Camino del Mar and 11<sup>th</sup> Street.

The stretch of roadway along the proposed project frontage is approximately 430 feet in length between 10<sup>th</sup> and 11<sup>th</sup> streets. Scenic resources identified within the viewshed of both

southbound and northbound Camino del Mar in the project vicinity include the Pacific Ocean to the west and Del Mar hillsides to the east. Much of the northbound views of the Pacific Ocean are currently screened for motorists in low-profile vehicles (i.e., sedan, small fuel economy vehicles, and sports cars), as well as bicyclists and pedestrians in the east shoulder and sidewalks, by the ornamental hedges and intermittent trees established within the roadway medians (refer to Figures 4.2-16 and 4.2-17 added). The existing view from the southbound side this location includes areas with blue water views, that are primarily over the parking lot, and are slightly obstructed by vegetation in both the foreground and the background (west of the site) (refer to Figure 4.2-22 added). Elsewhere along Camino del Mar, these views are further limited due to view blockage by mature vegetation and existing commercial and office buildings. The lower parking lot and structures are visible, although they are at a lower elevation than Camino del Mar.

### ***Temporary Relocation Site***

View changes resulting from use of the temporary relocation site for City Hall/Town Hall activities are also assessed. Figures 4.2-5a and 4.2-5b, include Photographs 9, 10, and 11 which illustrate the existing views of the temporary relocation site. Photograph 9-(Figure 4.2-5a) shows the existing driveway access to the site from Stratford Court and surrounding vegetation. Photograph 10 (Figure 4.2-5a) shows a northerly view of the existing parking lot where the portable structures would be placed adjacent to the existing school building and adjacent landscaped slope. Photograph 11 (Figure 4.2-5b) shows a southeasterly view of the temporary relocation site, showing the parking area, vegetated slopes, and residences in the distance.

## **4.2.1.2 Existing Regulatory Framework**

### **a. State Scenic Highway Program**

California's Scenic Highway Program was created by the Legislature in 1963. Its purpose is to preserve and protect scenic highway corridors from change, which would diminish the aesthetic value of lands adjacent to highways. There are no designated or eligible scenic highways in the area listed in the California Scenic Highway Program in the proposed project area.

### **b. California Coastal Act**

Under the California Coastal Act of 1976, scenic and visual qualities of coastal areas are considered and protected as a visual resource. It states that permitted development should be sited and designed to protect public views to and along the ocean and scenic coastal areas. The act also requires minimizing the alteration of natural landforms, to assure that they are visually compatible with the character of surrounding areas, and, where feasible, to restore and enhance visual quality in visually degraded areas.

The City implements the goals and policies in the Local Coastal Plan (LCP) Community Plan, and various policy reports adopted by the City Council to guide future development within Del Mar. Aesthetic components of the LCP relevant to the proposed project include development of a community and administrative center with attractive walkways and landscaped court and open spaces, pedestrian-oriented streetscapes, and architectural style which retains a small-town character and preserves public ocean views and public access to the coastline.

### **c. Del Mar Community Plan**

The Del Mar Community Plan (1976, amended 1985) is the General Plan of the City and includes goals and policies that address aesthetics. The overall goal is to “[p]reserve and enhance the special character of Del Mar, the elements of which are a village-like community of substantially single-family residential character, a picturesque and rugged site, and a beautiful beach.” Other goals applicable to aesthetics include minimizing the impact of vehicles on the character of the City, and preserving and enhancing the “special residential character and small town atmosphere with its harmonious blending of buildings and landscape in proximity to a beautiful shoreline.” As identified in the Community Plan, Camino del Mar is a scenic roadway and views of the Pacific Ocean and other visual resources such as bluffs and trees are to be protected.

### **d. Scenic View Protection Ordinance**

Municipal Code Chapter 23.51 provides for protection of trees, scenic views, and sunlight that contribute to the character of the City and benefit to residents. This chapter is informally known as the Scenic View Protection Ordinance and gives residents the right to restore scenic views or sunlight that existed at the time they purchased or occupied the residence or in the last 10 years, whichever is shorter. A scenic view is defined as “a view of the ocean, lagoons, canyons, the community and its landscapes and urban forest character, or other scenic vistas, from the Primary Living Area of a residence.” As stated previously, Primary Living Areas are defined as the “[single] portion of a residence from which a Scenic View is observed most often by the occupants and guests at the residence.” Under this ordinance, vegetation and trees must be properly maintained within 300 feet of residential properties to preserve scenic views and sunlight. The Municipal Code has established a procedure to resolve conflicts regarding protected trees, scenic views, and sunlight rights.

### **e. Tree Ordinance**

The Tree Ordinance (Chapter 23.50 of the Municipal Code) provides for the orderly protection of trees, including the following measures:

In the interest of the public health, safety and welfare, as well as general aesthetics of the community and the importance of the ecology of the area, the City of Del Mar finds it necessary to encourage conservation of trees and the application of management techniques to create a healthy, diverse urban forest, including but not limited to pruning, thinning, trimming, shaping, and selective planting and removal of trees and vegetation within the City of Del Mar on private as well as public property. [Ord. 749]

The species Torrey Pine, the species Monterey Cypress, and all species of trees located within the Central Commercial zone and the environmentally sensitive Open Space Overlay zone are of particular significance to the City, and should therefore be protected to conserve the environmental qualities of the City.

Municipal Code Section 23.50.020 extends the Protected Tree definition to any species of tree within a public right-of-way, on public or City-owned property, or planted as a result of required mitigation for the removal of another Protected Tree(s).

To further enforce this protection, the City prepared a Public Tree Policy Manual in 2004. This manual directs tree preservation in order to preserve the community's unique, village-like atmosphere, which is distinguished by its community forest. Trees species of particular concern include Torrey pines and Monterey cypress, although the manual indicates all trees within the Village area are considered significant. A Tree Removal Permit is required to remove a Protected Tree, except in certain situations outlined in the Municipal Code Chapter 23.50.050. In the case of public trees, a separate Encroachment Permit from the City is also required (this statement does not apply to the City or its contractors). Implemented through the Design Review process, protected trees to remain are also required to be protected during construction to prevent tree loss.

#### **f. Design Review Ordinance**

The Design Review Chapter 23.08 of Municipal Code Title 23 (also known as Design Review Ordinance) requires all new construction or major remodeling projects to obtain a Design Review Board (DRB) permit. The purpose of the DRB permit is to “to achieve and protect a residential, seaside community which is both beautiful and pleasant in character, by fostering and encouraging good design which encompasses the use of harmonious materials and colors, compatible proportional relationships and appropriate use of landscaping, and to protect the citizens of the City of Del Mar.”

The DRB permit process includes several evaluation components, including many related to aesthetics. Overall, the evaluation components provide the following guidance:

- Minimize the disruption of existing natural features such as trees and other vegetation, natural ground forms, and view. This includes blending proposed grading with existing topography.
- Include landscaping that matches existing landscaping in the area and compliments and visually softens buildings.
- Unattractive features shall be screened from view.
- Minimize blockage impacts to public and private coastal views, and retains scenic resources.
- Development shall be similar in scale and design (including style, materials, or colors) relative to the surrounding neighborhood; however, similar or identical building façades shall be avoided on adjacent parcels.
- Design lighting to reduce adverse impacts to the local neighborhood and be architecturally integrated.

- Views and designs shall be considered in all elevations.

The Design Review section of the Regulatory Conclusions (Section 23.08.077) does not allow projects where “design unreasonably blocks significant public coastal views” or “unreasonably encroaches upon primary scenic views of neighboring property.” As the above information is only a summary of relevant evaluation components, review of the full text of the Design Review Ordinance is required for complete information. As a part of the Design Review aesthetics analysis, story poles will be required to indicate the proposed alignment and massing of a development.

The Design Review Board, or City Council in the case of the proposed project, has the authority to impose conditions on projects to protect and enhance the health, safety, and welfare of the surrounding area, and to ensure that projects fully meet the criteria as set forth in Chapter 23.08 of the Municipal Code. As stated in Chapter 23.08.100, conditions shall be reasonably related to the project.

### **g. Historic Preservation Overlay Zone**

The Municipal Code designates the Historic Preservation Overlay Zone (HP-OZ). The HP-OZ protects the architectural and historic integrity of certain historically significant properties located within the City. The Stratford Square and the Del Mar Library have the HP-OZ designations; however, no properties located within the immediate vicinity of the proposed project have a HP-OZ designation.

### **h. Other Municipal Code Regulations**

Other Municipal Code regulations indirectly regulate aesthetic impacts. Supplemental Municipal Code zoning regulations in Chapter 30.86 pertain to undergrounding utilities; fences; screening of unsightly uses including garbage storage space; rooftop structures (chimneys and vents); yard landscaping; and yard projections. The zoning code provides height and density restrictions. Building height is limited to 26 feet, except for structures fronting on the west side of Camino del Mar, which are not to exceed a height of 14 feet from the curb elevation. Currently, 70 percent of the structures on the west side of Camino del Mar are nonconforming in that they already exceed this 14-foot building height restriction.

## **4.2.2 Impact Significance Thresholds**

Based on Appendix G of the CEQA Guidelines, impacts related to aesthetics would be significant if the proposed project would:

**Threshold AES-1** Have a substantial adverse effect on a scenic vista;

**Threshold AES-2** Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway;

**Threshold AES-3** Substantially degrade the existing visual character or quality of the site and its surroundings; or

**Threshold AES-4** Create a new source of light or glare which would adversely affect day or nighttime views in the area.

### 4.2.3 Methodology

The following general steps were followed to conduct the independent visual analysis of the conceptual site plans prepared for the project:

1. Define the project setting and viewshed.
2. Identify key views for visual assessment including existing and proposed simulated views from private residences. Following public review, to clarify the views of the proposed project with the refined design, as well as the views through the project site, an additional key view was identified at the intersection of Camino del Mar and 11<sup>th</sup> Street. Photographs were also taken post-public review with the story poles erected to simulate the viewshed and location of structures based on the refined conceptual project design.
3. Analyze existing visual resources and viewer response for both public and protected private views.

Detailed methodology for conducting the visual analysis is contained within the Visual Impact Assessment, Appendix B of this EIR.

As noted above at the introduction to this section, the Visual Impact Assessment was not updated from the version circulated with the Draft EIR, which was based on preliminary project design, where certain features were contemplated – and analyzed – but not fully developed, such as building architecture and materials, rooflines, landscaping, and the location and orientation of on-site public spaces. In response to the environmental process, including comments received on the Draft EIR and public workshops and hearings, these refinements have been made to the proposed project design. To more effectively describe the existing condition and the analysis of environmental effects, photographs, exhibits, and further analysis have been incorporated into this section of the Final EIR. The following revisions to this section provide an update to the analysis of the proposed project with refinements.

### 4.2.4 Impact Analysis

#### 4.2.4.1 Issue AES-1: Views

Threshold AES-1 states that implementation of the proposed project would cause a significant aesthetic impact if it would result in a substantial adverse change on a scenic vista. A change would be considered substantial and adverse if the majority of an existing scenic view was blocked.

### **a. Refined Project Design**

As discussed in Chapter 3.0, Project Description, the proposed project design has been refined since the preparation of the Draft EIR as a result of comments received during the environmental and planning processes. As shown in Figures 3-2 and 3-3 (*refined*), the refinements have resulted in further details on the building siting, design, landscaping, and improvements. Furthermore, outdoor public plazas and spaces have been designated in Figure 3-4 (*added*) and are designed to be open areas with flexible space. Renderings of the refined design were presented at the November 2, 2015, City Council Hearing and are included in the Final EIR. Figure 4.2-23 (*added*) illustrates the Garden Entry, with the City Hall, Del Mar Town Commons, and Ocean View Terrace in the background. Conceptual streetscape improvements along Camino del Mar are shown on the left side, with the Town Hall in the background. The landscaping shown in the rendering is consistent with the proposed plant palette associated with the currently submitted conceptual landscape plan.

Figure 4.2-24 (*added*) is a rendering of the proposed design of the Town Hall, with the Town Hall Overlook in the left portion of the figure, and the conceptual streetscape improvements along Camino del Mar on the right. The Town Hall Overlook was included within a previously open, but undefined space following public review to provide additional on-site scenic views directly accessible from Camino del Mar. As shown in Figure 4.2-25 (*added*), and as previously discussed, Camino del Mar trends up in elevation from the north to the south of the project site, approximately 9 feet in elevation. This elevation gain results in a recessed development of the TV studio in the southeastern corner of the project site. The Town Hall Overlook would be approximately at the same elevation of Camino del Mar at 147 feet above mean sea level (AMSL).

The Town Hall Terrace, located immediately west of the Town Hall Overlook, and south of City Hall, is not visible in this rendering. The designated Town Hall Terrace is located at the same elevation as City Hall (136.5 feet AMSL) and is the proposed location of expansion area B. While shown as a public space (refer to Figure 3-2 *refined*), this area was revisited by the City Council on December 7, 2015, and may be redesigned to be gated and limited to approximately 300 square feet of usable space for City employees and an access walkway. Or alternatively, this area may be reduced structurally and replaced with a recessed garage access.

The lower surface parking lot, located in the western portion of the project site, has been refined to connect with the upper plazas via an open stairway and is envisioned as a location for the weekly City Farmers' Market. Also, in response to comments by neighbors on the parking garage lighting and noise, solid exterior treatments have been included to attenuate interior parking garage noise and obstruct vehicle headlights and structural lighting. Figure 4.2-26 (*added*) illustrates the refinements in this area of the site.

### **b. Scenic View Analysis**

Major views within the proposed project area include public views toward the ocean on public property, along the 10<sup>th</sup> and 11<sup>th</sup> Street Corridors, and views from Camino del Mar which is designated as a scenic road by the Community Plan for its view of the ocean. Also, the City

protects scenic views from the Primary Living Area of a residence per the Design Review Ordinance and Scenic View Protection Ordinance, and scenic views from public property such as the existing City Hall and public streets.

The height of structures and the ultimate height of proposed landscaping are primary factors that have the potential to affect views toward the Pacific Ocean. Landscaping would be used as a tool for screening and to enhance the visual environment; however, improper selection and placement of larger specimen trees could block ocean views from private residential views as well as public views on-site within the proposed project, along 10<sup>th</sup> Street, 11<sup>th</sup> Street, and Camino del Mar. The City's contracted design team landscape architect, Spurlock Poirier, prepared an analysis and exhibits to assist in the development of the landscape plan for the proposed project. The graphical analysis was intended to provide potential locations for taller landscaping (such as Torrey pines, Monterey cypress, and other shade trees) by identifying existing view blockages. A preliminary field analysis and survey was conducted to locate trees to the west of the City Hall site, as well as view corridors from the east. The location and heights of the existing trees were inserted into a model with the views inserted. Figure 4.2-27 (added) is the aerial composition of the information derived from the model by the landscape architect, and Figure 4.2-28 (added) provides a cross section of the view corridor height relative to the proposed project. It was determined that if the tall trees stay outside of the "blue water" view corridors, no new view blockages would be created. Further, as shown in the cross section, by limiting trees to approximately 50 feet in height with a maximum at the 195 feet AMSL elevation level, roughly shown in red on the exhibit, any new planting would not result in a new view blockage. In the short-term, visual impacts from landscaping would not likely occur. However, while the siting information is known, as landscaping matures, ocean views from the east of the project site could be obstructed, which would result in a significant impact to "blue water" views (Impact AES-1).

As detailed further in Section 4.1 of this EIR, the proposed project would comply with the Municipal Code maximum height allowances for the site including a maximum 14-foot limit above the continuous curb elevation along Camino del Mar and the 26-foot height limit as measured by the three methodologies in Municipal Code Section 30.04.080. Additionally, on-site utilities would be undergrounded in compliance with Municipal Code Section 30.86.210.

The proposed project is designed to comply with Municipal Code Section 30.31.060 which requires that the design, scale, height, bulk, coverage, and exterior appearance of all structures shall be in harmony with neighborhood character and development on nearby lots; and that consideration shall include the preservation of privacy on neighboring residential properties; and the proposed project's potential impact on the preservation of views to the ocean from both public properties and rights-of-way, and also private residential properties.

As detailed above in Section 4.2.1.d., several private residential and public views were considered in this analysis. Public views include on-site public spaces, along Camino del Mar, and at the east-west view corridors of 10<sup>th</sup> and 11<sup>th</sup> streets. As defined by Municipal Code 23.08.040, private scenic views are limited to views from the primary living area of residential properties and not applicable for commercial properties. While commercial properties are considered private, they are not covered as protected views by the Municipal Code, nor are such

views protected under CEQA. The potential adverse effects to views resulting from proposed structures are addressed more specifically in the sections below for each specific view location (e.g. private views and public views).

### ***a. Private Residential Views***

**Key View #1.** Key View #1 is the residential view west from 1103 Luneta Drive. As shown in Figures 4.2-2a and 4.2-2b, Photographs 1, 2 and 3 depict the existing view, proposed condition with City Hall/Town Hall buildings only, and the proposed project with expansion areas. Removal of existing City buildings, including trees and landscaping, and replacement with the proposed City Hall and Town Hall buildings would result in a slight increase in southwest views of the ocean as evident in a comparative view of the left side of Photographs 1 through 3 (Figures 4.2-2a and 4.2-2b).

As illustrated in Photograph 2 (Figure 4.2-2b), the simulated proposed project includes, from left to right, the proposed Town Hall building (dark green), the City Hall building (light green), the civic plaza spaces (light yellow), and trellis structure (in light gray) that extends northward. The new buildings would be visible throughout Key View #1, similar to present conditions. Compared to the existing condition, the proposed structures would be located further to the south and buildings would be at an appropriate scale of equal to or less than 14 feet above street level of Camino del Mar to minimize dominance of the street frontage. The proposed City Hall building form would be lower in elevation and profile than the existing City Hall buildings, thus providing slightly more visibility to the ocean from this key view location. The Town Hall building would be located closer to Camino del Mar at the southeast corner of the site, the highest elevation point, and is intended to have an architectural iconic presence where it would be highly visible to the public accessing the City from the south.

In Photograph 3 (Figure 4.2-2b), the proposed project with the expansion areas are simulated. Expansion areas B (shown in blue) and C (shown in pink) are at the left middle ground in the view. Expansion area A (shown in gold) is visible at the right middle ground of the view. The development of expansion area A would replace a portion of the civic plaza space at the northeast corner of the site, adding an architectural structure at the north end of the site. From this viewing location, the structure would be visible, similar to the existing City Hall buildings, but would not block blue water views due to the height limitation and existing mature vegetation screening views beyond the project site.

Expansion area B would replace the ~~overlook plaza~~ Town Hall Terrace designated (refer to Figure 3-4 added) at the south end of the City Hall, and would be set back from Camino del Mar. The construction of expansion area B would not block views from Key View #1 as it would be located behind the proposed Town Hall and would be set at a lower elevation than Camino del Mar. The maximized development of the expansion areas would result in reduced ocean views when compared to the initial development phase, yet a net gain overall when compared to the existing condition for this view. Furthermore, if the option to reduce the usable area (approximately 300 square feet plus walkway) and install enhanced screening on the Town Hall Terrace is selected, the screening on the Terrace shall be limited to approximately 6 feet in height (142 feet AMSL) to ensure no further blockage occurs at this location. Thus, no

unreasonable blockage of the view would occur, and impacts to views from proposed structures would be less than significant for this key view.

In the existing condition, landscaping is the main source of view blockage from this key view. While the project includes removal of existing landscaping, new landscaping is also proposed. As detailed above under Impact AES-1, proposed landscaping could result in a significant impact to views if it is dense or exceeds an elevation of 142 feet AMSL. This impact could occur at Key View #1 depending on the placement and species of specimen trees that are selected.

Thus, potential impacts to views from Key View #1 would be potentially significant due to landscaping (Impact AES-1).

**Key View #2.** Key View #2 is the residential view west from 326 10<sup>th</sup> Street. As shown in Figure 4.2-3, Photographs 4 and 5 depict Key View #2 in the existing condition and the proposed City Hall/Town Hall buildings only. Expansion areas would not be visible from Key View #2 as the roofline for the commercial development on the east side of the street currently blocks views of the expansion areas on the project site from this key view. Therefore, no simulation of the proposed project with the expansion area is presented. As shown, in the existing condition, views of the City Hall site are also obscured by the existing foreground commercial structures.

With the proposed project, removal of on-site trees would slightly increase visibility to the ocean where they are not blocked by residences or trees further west. in two areas, to the left of the tall Torrey Pine trees and to right of the existing utility pole. However, it is anticipated that the existing trees in the fore to middle ground (street trees along Camino del Mar) would continue to grow and could further screen portions of the ocean view.

Of the proposed improvements, the City Hall structure is the only building that will be slightly visible from this key view between the rooftop parapets on the adjacent commercial property. The City Hall building is represented by the light green shape at the middle of Photograph 5 (Figure 4.2-3), and has been designed with two different roofline levels. The lower level of the light green shape represents the lobby building façade, roofline edge and entry trellis feature that would bisect the front of the City Hall building roofline. The building rooftops are proposed to slope toward the west, creating a low profile roof surface yet a distinct façade edge line is visible in the middle ground.

Although the physical forms of the new buildings are of lower profile and located at lower elevations, a very small partial blockage of ocean view is evident in Photograph 5 (Figure 4.2-3), yet a net gain of visible ocean views from this key view would be achieved with the construction of the proposed project and the proposed removal of existing trees. The small area of City Hall that would be visible from this view would not significantly block views as it would only be slightly visible in one location where the roofline of existing commercial structures to the west is lower than the rest of the building roofline. The majority of the ocean views from Key View #2 are above the adjacent commercial building roofline and would be maintained. Thus, no unreasonable blockage of the view would occur, and impacts to views as a result of proposed structures would be less than significant.

As detailed above under Impact AES-1, proposed landscaping could result in screening of the City Hall building, but also ocean views from Key View #2, which would be considered a significant impact to views. Thus, potential impacts to views from landscaping at Key View #2 would be potentially significant (Impact AES-1).

**Key View #3.** Key View #3 is the residential view west from the property line at 411 10<sup>th</sup> Street. Shown in Figures 4.2-4a and 4.2-4b, Photographs 6, 7, and 8 show Key View #3 in the existing condition, proposed City Hall/Town Hall buildings only, and proposed project with the expansion areas. In the existing condition, the City Council hearing room and television studio is visible in the distance across Camino del Mar but is largely obscured by existing trees and mature vegetation. The existing City Hall cannot be seen from Key View #3.

With removal of existing on-site landscaping and construction of the proposed City Hall and Town Hall shown in Photograph 7 (Figure 4.2-4b), expanded ocean views and a small area of ocean views at the middle ground level would be realized from this key view. The buildings to be included in the initial development phase would include the City Hall and Town Hall buildings, entry trellis, civic plaza spaces, parking structure, and surface parking lot. Of these features, ~~only the parking structure with the stairwell unit~~, shown in gray in Photograph 7 (Figure 4.2-4b), would be clearly visible from this vantage point. Additionally, with the project design refinement, the Town Hall Terrace above the parking structure and the Town Hall Overlook would be visible. The parking structure and Town Hall Terrace would be low profile to maintain views to the ocean and provide a landscaped civic plaza space on the top deck within expansion area B until expansion in this area is pursued. Town Hall Overlook would also be at a low profile (approximately 147 feet AMSL), consistent with the elevation of Camino del Mar, below the blue water horizon line.

The demolition of the existing City buildings would not be noticeable from this key view location as the prominent buildings would be located to the far right and are blocked by the landscaping in the foreground. While the view would be altered due to removed landscaping and the addition of visible structures in expansion areas B and C, as shown in Photograph 8, the proposed expansion areas would not reduce the amount of ocean view that is visible in the existing condition (Photograph 6). Furthermore, if the Alvarado House is approved to be placed within expansion area C, the actual roofline would be approximately 20 feet high at the peak (Figure 4.2-29 added). This would be approximately 10 feet lower than the roofline simulated, which was 26 feet above 10<sup>th</sup> Street as allowed by zoning. Thus, no unreasonable blockage of the view would occur, and impacts to views from the proposed structures as viewed from Key View #3 would be less than significant

In the near term, as shown in Photograph 7 (Figure 4.2-4b), removal of the existing trees and Town Hall building at the southwest corner of the proposed project site would result in expanded views of the ocean from this key view. However, as site landscaping matures, it could obstruct ocean views depending on the location and type of specimen trees that are planted. Thus, as detailed above under Impact AES-1, proposed landscaping could result in a potentially significant impact to scenic views from Key View #3 (Impact AES-1)

**b.——Public Views****On-site Views – Southern**

The proposed project design would result in the development of a number of public scenic view areas both exterior and interior. As shown in Figure 3-4 (added), with the refined design, the exterior areas have been designated and labeled for clarification of the public spaces that would be developed for this purpose. The Town Hall Terrace and Town Hall Overlook would be located within the southern portion of the project site, immediately south of both City Hall and Town Hall, respectively.

The Town Hall Overlook would be created through the refinement of design of the TV studio roofline, elevation, and location. This overlook would be located slightly above the same elevation of the sidewalk along Camino del Mar, which is approximately 10.5 feet above the elevation of the Town Commons and the intersection of Camino del Mar and 11<sup>th</sup> Street (refer to Figure 4.2-25 [added] for the elevation differential).

As a result, a new public space would provide open views to the south and southwest. Using a lift, photographs were taken as if a 6-foot-tall person was standing on the elevation of the Town Hall Overlook (146.75 feet AMSL) when story poles had been erected. As shown in the photographs compiled in Figures 4.2-30 (Photographs 30 and 31 added) and 4.2-31 (Photographs 32 and 33 added), looking from northwest to southwest, scenic “blue water” views would be created in this area of the project site. Views from this area would not be limited to the west, but also to the east, to the hills and mature trees on the upslope of Del Mar.

Immediately to the west of the Town Hall Overlook would be the Town Hall Terrace, in the location of expansion area B at an elevation of 136.5 feet AMSL. The scenic views would be limited in this area due to existing mature landscaping off-site to the west. These views would be provided with the proposed project in the near-term, or until the development of expansion area B is proposed and approved.

As discussed in Chapter 3.0, Project Description, the City has considered the limitation and reduction in usable space within the area designated as Town Hall Terrace, along with the addition of enhanced screening, to protect the privacy of residents to the west. Also considered is the reduction of this area structurally with a recessed garage access. If either of these options is selected the area designated as Town Hall Terrace would not be considered a public space with on-site scenic views.

In conclusion, the existing scenic views on-site within the southern portion of the project area are presently restricted to the upper parking lot and are partially obstructed by mature vegetation. Due to the fact that this area is an informal on-site public viewing space, these views are often experienced for brief amounts of time while parking a car and walking to and from the buildings. In contrast, the proposed project would result in new public spaces with scenic views within the southern portion of the project site. Even with build-out of the expansion areas or the reduced Town Hall Terrace option, a new viewpoint within this area

would be created with the Town Hall Overlook. Therefore, no impact would occur to scenic vistas from this on-site location.

### ***On-site Views – Northern***

In the northern portion of the project site, there are three designated on-site public spaces, the Garden Entry, Del Mar Town Commons, and Ocean View Terrace. The Del Mar Town Commons would be located immediately to the east of City Hall and north of Town Hall. As shown in Figure 4.2-23 (added), this space would be the location of the entrance into City Hall and a passive public space. This space would also be used for special events in Town Hall, expanding the interior space out into the Town Commons. Views in the Del Mar Town Commons area would be available through the City Hall reception and counter area. Based on conceptual plans, the entry to City Hall is proposed to have windows on both the east and west side, with low-profile or transparent walls, to allow for views out to the west. Taken from a slightly lower elevation of the existing upper parking lot, Photograph 34 included in Figure 4.2-32 (added) illustrates the scenic views within the proposed City Hall as delineated with the story pole lines and flags shown overhead in the photograph. Views from the Del Mar Town Commons would be limited to the west through the City Hall building, and east toward the hills and mature trees on the upslope of Del Mar.

The Garden Entry would be located immediately adjacent to the intersection of Camino del Mar and 11<sup>th</sup> Street (refer to Figure 3-4 added), with the Ocean View Terrace beyond to the west. The Garden Entry would be an open public space with views across the site to the south and west. The on-site public scenic views in this area would be considered new to the site, as at this location the views are currently obstructed by buildings.

This area is also the location of expansion area A. Specific use, design, and siting are not available at this time. Should development be pursued at a future date, the proposed development plan would be subject to the City's Design Review, a discretionary process which would also require further CEQA review. Therefore, the Design Review of development of expansion area A would ensure that the scenic views would not be substantially affected and that "blue water" views would be sufficiently maintained on-site.

The Ocean View Terrace would be an open public space immediately north of City Hall and the proposed location of the elevator shaft. This area would have landscaping, the trellis structure, and exterior furniture such as tables, chairs and benches, umbrellas, etc. The Ocean View Terrace would provide similar views as depicted in Figure 4.2-32 (added) but north of the site where the current City Hall buildings exist. This area would provide the most public scenic views to the west, as well as views to the upslope hills of Del Mar. As stated above, the precise design and siting for expansion area A is not known at this time; however, some portion of the Ocean View Terrace may be replaced with the development of expansion area A.

A simulation of the refined conceptual site and landscape plans was developed for the Final EIR. The simulation, included as Figure 4.2-33 (added), illustrates the view from the intersection of Camino del Mar and 11<sup>th</sup> Street, looking southwesterly across the intersection at the project site. The simulation depicts the Garden Entry in the foreground immediately adjacent to the intersection, with the Ocean View Terrace beyond. As shown, much of the

Garden Entry and Ocean View Terrace are planned to have low-profile seating and tables, with planter boxes at a maximum height of approximately 18 inches tall with drought-tolerant plants. The proposed conceptual landscape plan includes two Torrey pines within the Garden Entry area. As mentioned above, the locations for the taller landscaping (such as Torrey pines) was based on an analysis to align with existing view blockages (refer to Figures 4.2-27 and 4.2-28 (added)).

In conclusion, whereas the existing scenic views within the northern portion of the project site are presently located within the upper pad, in and around the buildings, and from the tables immediately west of the lower level of City Hall (refer to Figures 4.2-19 through 4.2-21 added). These existing views are partially obstructed by mature vegetation, structures, and utility poles and lines located to the west of the project site. In contrast, the proposed project would result in new designated public spaces for scenic views within the northern portion of the project site. With build-out of the expansion areas, the primary on-site viewpoint within this area would be located within the Ocean View Terrace. As stated above, views from the Del Mar Town Commons through the City Hall, as well as within the City Hall reception and counter areas would be developed with the proposed project. Therefore, no impact would occur to scenic vistas from on-site locations.

### ***10<sup>th</sup> and 11<sup>th</sup> Street View Corridors***

Along the 10<sup>th</sup> and 11<sup>th</sup> Street corridors development exists currently on both sides of the street (refer to Figures 4.2-15 and 4.2-14 added, respectively). The proposed project would alter the built environment within the site limits, ~~and~~ but the public rights-of-way along these roadways would be maintained and no structures would encroach into the public right-of-way or view corridors.

The westerly view corridor from the 10<sup>th</sup> Street and Camino del Mar intersection would not be impacted or encroached upon by either the initial development or expansion phases of the proposed project (refer to Figure 4.2-15 added). At street level near this intersection, the public views toward the west could be slightly expanded as the removal of the buildings and landscape would open views toward the west. The proposed buildings would be lower in elevation than the existing condition and would allow views over the initial City Hall/Town Hall buildings.

The development of expansion area B would result in the replacement of civic plaza space and may include southward expansion of the City Hall building. This would consume the remaining deck of the parking structure and increase the proximity of buildings in this space to the 10<sup>th</sup> Street corridor. Development of expansion area C ~~would~~ could increase the dominance of structures at the southwest end of the site. However, a smaller scaled single-story building, such as the Alvarado House (refer to Figure 4.2-29 added) would minimize the scale of expansion area C and associated impacts. The development of both expansion areas B and C to the maximum allowed 26-foot height limit would consume up to two-thirds of the increased ocean views created along this corridor by the demolition of the existing facilities and removal of the on-site trees. Approval of the Alvarado House in expansion area C could reduce this change in ocean views due to the structure's small scale and low profile of the roofline. ~~However,~~ ~~†~~ The primary views westward along 10<sup>th</sup> Street, however, would be maintained.

Additionally, maturation of proposed landscaping would be contained on the project site and would not significantly block views from the public right-of-way down 10<sup>th</sup> Street. Thus, impacts to views from the 10<sup>th</sup> Street corridor would be less than significant.

With the initial phase of proposed project development, the ocean view from 11<sup>th</sup> Street and Camino del Mar would be enhanced with expanded ocean views due to the removal of existing City Hall building and landscaping. The proposed project would create a new view overlooks on the proposed parking structure deck, designated as the Garden Entry immediately adjacent to the intersection and the Ocean View Terrace along the western portion of the development area. ~~that~~ These areas would provide a new public spaces with unobstructed views to the west over and through the 11<sup>th</sup> Street corridor.

With ultimate development of expansion area A, it is assumed that the Garden Entry would be replaced. However, most of the Ocean View Terrace would remain, and no net gain of ocean views along the 11<sup>th</sup> Street corridor would be maintained. ~~occur as the building expansion would replace the open plaza where the existing City Hall building is located. However,~~ Further, the primary views westward along 11<sup>th</sup> Street, within the right-of-way, would be maintained. ~~Additionally, m~~ Maturation of proposed landscaping would be contained on the project site and would not significantly block views from the public right-of-way down 11<sup>th</sup> Street. Thus, impacts to views from the 11<sup>th</sup> Street corridor would be less than significant.

### ***Camino del Mar View***

With respect to the public views along Camino del Mar in both the northbound and southbound directions, these views represent sequential views observed by pedestrians, bicyclists, or motorists over a period of time depending on the mode and speed, and which changes during the experience. As mentioned previously, the pedestrian views are experienced over a longer duration, while motorists and bicyclist traveling along Camino del Mar are traveling at a higher speed and are generally required to focus on the roadway. The primary viewpoints for motorists both southbound and northbound occur at the all-way stops and signals, located at 11<sup>th</sup> Street and 9<sup>th</sup> Street to the south. As stated above, the views along 11<sup>th</sup> Street would be maintained and no impact to scenic views along this corridor would occur.

Traveling northbound on Camino del Mar, motorists, bicyclists, and pedestrians have limited to no blue water views due to the existing landscaping within the roadway median (refer to Figures 4.2-16 and 4.2-17 added). Also impacting views is the roadway and sidewalk “crowning” effect, where the highest point of elevation is within the median, and the traffic lanes, bike lanes, and sidewalk trend progressively lower in elevation as you move away from the centerline. It is anticipated that development of the proposed project would result in less than significant impacts to northbound scenic views along Camino del Mar due to the current limitations on views that presently exist.

To illustrate the extent of views from the Camino del Mar right-of-way, primarily in the southbound direction, vision cone studies were completed which show the extent of the view in relation to existing and proposed structures. Refer to Figures 4.2-6 and 4.2-7 for cone of vision study results for the existing condition and proposed project (original conceptual site plan), respectively.

As illustrated in Figure 4.2-6, the existing City Hall buildings, which is the baseline for the analysis, block approximately 55 percent of the view through the project site, with little to no views through the buildings located closest to Camino del Mar. With the construction of the proposed project, views from the public right-of-way along Camino del Mar would result in slightly expanded and opened views nearest the 11<sup>th</sup> Street intersection (see Figure 4.2-7). Views located closer to mid-block would result in obstructed westerly views with the development of the City Hall building; while views from the southeastern corner would be blocked by the Town Hall, City Hall and portions of the parking garage. Similar to the original conceptual site plan analyzed, the refined conceptual site plan ~~The proposed project would~~ block approximately 60 percent of the view with the initial development phase of City Hall and Town Hall. While this is a greater percentage of view blockage than the existing condition of 55 percent, the ~~refined proposed project~~ design would also create new public viewing locations within the project site ~~at the proposed civic plazas (expansion areas A and B)~~ as designated in Figure 3-4 (added), and discussed in greater detail above.

Figures 4.2-8 and 4.2-9, provide a linear representation of the view blockage along the Camino del Mar right-of-way, in the southbound direction, in the existing (baseline) and proposed condition. As shown in the figures, in the existing condition, only the northern end of Camino del Mar is blocked by structures which are approximately 200 feet in length. With construction of the City Hall/Town Hall buildings, the northern portion of the project site would become an open civic plaza area; however, views to the ocean for much of the rest of the site, approximately 220 feet, would be blocked by the City Hall and Town Hall buildings. It should be noted that as shown in Figure 4.2-22 added, existing views across the site are currently somewhat obstructed with intervening landscaping. Therefore, the existing scenic views for which the baseline is established would be less than the linear distance of 220 feet due to the visual disturbances.

The proposed design of the City Hall building, while ~~not completely defined~~ refined with a conceptual design, would be open with some views from the ~~plaza~~ Del Mar Town Commons and Camino del Mar through the building toward the west. While public views from Camino del Mar southbound would be maximized through the project design, certain project features could unreasonably block views. For example, as discussed under Impact AES-1, landscaping could block views depending on the placement and species selected. Also, a low wall is proposed at the western edge of the civic plaza space for safety. A solid wall in this location would unreasonably block blue water views from the public viewing space at the civic plaza and from the Camino del Mar right-of-way. Additionally, the proposed trellis in the civic plaza could block ocean views if it becomes heavily vegetated with plant materials. As a result, a significant impact to views would occur from public viewing spaces on the project site and along the Camino del Mar frontage as a result of initial development of the project, without construction of expansion areas (Impact AES-2)

### **c. Expansion Areas – Near-term and Buildout**

It should be noted that the refined project design has directly responded to some of the environmental issues previously identified for the proposed project at buildout. Construction of expansion areas A, B and C would further constrain views from Camino del Mar to nearly 90

percent (approximately 315 feet) of the entire parcel frontage along Camino del Mar (see Figure 4.2-9). All of the expansion areas would be subject to the City's Design Review, a discretionary process which would also require further CEQA review at such a time a development plan is pursued. Therefore, the Design Review of development of the expansion areas would provide consideration and maintenance of the scenic views from Camino del Mar. In this scenario, Considering the refined project design, the civic plaza Del Mar Town Commons would still provide a public space for viewing both westward through the City Hall and eastward toward the upslope of Del Mar. Also, the Town Hall Overlook has been added with the refined design. As mentioned previously, this public space would be directly accessible from Camino del Mar, maintaining the scenic views south of Town Hall. Further, the placement of a low-profile structure in expansion area C, such as the Alvarado House, could further maintain views across the site from Camino del Mar.

~~;~~ however, Expansion area A is proposed as a building site for 4,500 square feet of usable space. The future development of this use would be located primarily in the Garden Entry. Currently there is no specific use or design; therefore, it is assumed that the development in this area would largely block views of the ocean from the north end of Camino del Mar. The City's Design Review process can, at the time a specific building is proposed, ensure that the scenic views would not be substantially affected and "blue water" views would be sufficiently maintained on and across the site. While this view blockage would be similar to the existing condition due to existing structures at the north east corner of the site, the construction of this expansion area could occur at some point in the future, after the open spaces of the proposed civic plaza have offered improved ocean views the development of both the near-term (e.g., City Hall and Town Hall) in conjunction with build-out of expansion areas may result in significant impacts to scenic views along Camino del Mar. Thus, when compared to the initial phase of the project, expansion area A build-out of the proposed project would result in a significant impact to ocean scenic views (Impacts AES-3).

~~Expansion areas B and C would not significantly block views as these structures would be located behind the proposed Town Hall and set back from Camino del Mar at a lower profile than expansion area A due to the lower elevation of the site relative to Camino del Mar. Thus, impacts to views as a result of expansion areas B and C would be less than significant.~~

#### ***e. Temporary Relocation Site***

Due to the location of the temporary relocation site in the lower parking lot at the Shores Park site, the visibility of temporary structures and operations would be limited. None of the temporary structures would be visible from Camino del Mar due to the lower elevation of the parking lot in relation to the roadway elevation. Similarly, no corridor views toward the ocean would be obstructed due to the location of temporary structures completely within the lower parking lot area and adjacent to the existing Winston School structures and the slope on the eastern side of the parking lot.

Regarding private residential views, the Shores Park parking lot is screened by existing vegetated slopes and mature vegetation that would screen structures and activities at the site. The only residential uses that would have visibility of temporary structures and operations would be the residential uses located immediately south and southeast of the relocation site.

None of the proposed structures would block any scenic views, including views of the ocean, due to their low elevation. Thus, no unreasonable blockage of private residential views would occur, and impacts to scenic views associated with use of the Shores Park parking lot as a temporary relocation site would be less than significant.

#### **4.2.4.2 Issue AES-2: Scenic Resources**

Threshold AES-2 indicates that the proposed project would have a significant aesthetic impact if its implementation would damage scenic resources within a state scenic highway. As indicated under the existing conditions, no scenic highways exist in the proposed project vicinity. Camino del Mar is designated as a scenic roadway by the Community Plan. The Municipal Code and Community Plan identify scenic resources to be protected. These scenic resources include the Pacific Ocean, bluffs, trees, and historic landmark properties.

The proposed project would have no direct effect on scenic resources directly, including the Pacific Ocean, bluffs, or historic landmark properties as they are not located on or adjacent to the proposed project site or temporary relocation site. (Impacts to scenic ocean views are detailed in Section 4.2.4.1 above).

The proposed project would include removal of planted ornamental trees on the existing City Hall site. All species of trees are protected by the Tree Ordinance (Section 23.50), which requires that for each tree removed, trees shall be replaced at a rate and species determined appropriate by the City in accordance with the Tree Mitigation Replacement Scale (see Municipal Code Section 23.50.090). The proposed project would replace all removed ornamental trees in accordance with the Municipal Code. Replaced trees, depending on the placement and species selected, could result in a significant view blockage as detailed above under Impact AES-1, the impact associated with tree removal, would be less than significant with City Municipal Code compliance.

With respect to the temporary relocation site at the Shores Park, as detailed in Section 4.2.4.1 above, impacts to scenic views of the ocean from both public right-of-way and private residential view locations, including from Camino del Mar, would be less than significant. No trees would be removed at the Shores Park temporary relocation site. Thus, visual impacts associated with the temporary relocation site would be less than significant.

#### **4.2.4.3 Issue AES-3: Character**

According to Threshold AES-3, the proposed project would have a significant aesthetic impact if the proposed project would substantially degrade the character or quality of the site or the surroundings. According to City regulations, proposed designs must be “appropriately scaled with other structures in the neighborhood” (23.08.077, C) and must be “in harmony with neighborhood character” in terms of design, scale, bulk, coverage and exterior appearance (30.31.060). More specifically, designs located within the downtown Village Center District should “maintain a low-mass scale of development” which is in keeping with the “pedestrian scale” and “traditional small-town character of the community” (Land Use Plan, Goal II-B & Village Center District).

The exterior character of the proposed buildings ~~are~~ were not fully developed prior to public review of the Draft EIR. However, as mentioned in the Errata, and described and illustrated in Chapter 3.0, Project Description, refinements to the design have occurred as a result of public comments and workshops. ~~in the simulations included in this chapter as the designs are not finalized; however, the~~ As shown in Figures 4.2 -23 and 4.2-24 *added*, the architectural and structural finishes for building façades would be complimentary to the existing neighborhood character. Finishes would include wood cladding with glass-framed panels at the lobby entrances to allow for visual access between indoor and outdoor spaces. Glass-framed panels would be similar to those found in existing commercial structures nearby, Rooftops would be single-pitched roofs slanted toward the west to reduce height and exposure to residents east of the site.

Structures would meet required height, setback, and sight distances. A continuous 10-foot, rear-yard setback along the entire western property line between 10<sup>th</sup> Street and 11<sup>th</sup> Street where adjacent land uses are residential would be provided. Additionally, the proposed project would incorporate the minimum 20-foot intersection sight-line setback at 10<sup>th</sup> Street and Camino del Mar, and 11<sup>th</sup> Street and Camino del Mar, for street corner sight distance. The proposed project would be consistent with the goals of low-mass intensity, pedestrian-oriented development, and complies with the general requirements for scale, bulk, and coverage of the site, and provides a balanced, context sensitive solution to fit into the surrounding neighborhood. The architectural building forms achieve a low profile and low elevation that would be consistent with the surrounding urban development and neighborhood.

Project grading and landform alteration would allow structures to be low profile and consistent with neighborhood character. For example, grading for the proposed underground parking would avoid the visual impact of an aboveground parking structure and allow site development and parking to be accommodated on-site while maintaining community character.

A Figure-Ground analysis was conducted to display the relationship between built and unbuilt space for the proposed project site and surrounding neighborhood. This analysis shows the proposed structural bulk, mass, siting, and scale in comparison with existing adjacent and surrounding properties. As shown in Figure 4.2-10, the proposed project is appropriately scaled in comparison to the surrounding commercial village corridor along Camino del Mar. The design promotes a low-mass intensity scale, which, when coupled with the height requirements, is consistent with the desired small-town feel of the community.

The proposed project and any future expansion would also be required to undergo Design Review to evaluate architectural appropriateness and ensure character is not adversely affected. The Design Review Ordinance does not allow projects where:

- The proposed grading or vegetation changes will unreasonably, adversely impact upon neighboring, developed areas.
- The proposed development fails to provide adequate landscaping to minimize paved area appearances and to compliment the development.
- The design detracts from the natural beauty of the coastal area.

- The design is out of scale with other structures in the neighborhood.
- The design is not harmonious with or is functionally incompatible with the surrounding neighborhood in one or more of the following respects:
  1. Color scheme
  2. Structural siting on the lot
  3. Existing improvements or natural elements in the area
  4. Architectural features and ornaments
  5. Type and quality of material
  6. Existing and proposed open spaces areas
- The proposed development unreasonably fails to screen unattractive features from the view from neighboring properties and public places.
- The proposed development fails to avoid similar or identical building façades, and detailing to achieve design harmony and continuity.
- The proposed development fails to limit the number of materials on the exterior face of the building resulting in inharmonious design and lack of continuity.
- The proposed development fails to minimize roof penetrations by grouping all plumbing vents and ducting and mechanical equipment together.
- The proposed development fails to design and/or screen all rooftop mechanical and electrical equipment as an integral part of the building design.
- The proposed development fails to limit the amount of design components which unnecessarily add bulk and mass to the building but which are not calculated as floor to area (Floor Area Ratio) pursuant to Municipal Code Title 30, the Zone Code.

Thus, the proposed project would not have an adverse impact on the character of the site or the surrounding area and impacts would be less than significant.

With regard to the temporary relocation site at the Shores Park lower parking lot, temporary structures and City Hall/Town Hall activities at this location would not create a significant impact to the character of the neighborhood as it is consistent with the zoning and existing uses onsite and the fact that limited alteration of the site is required to accommodate the temporary use. Furthermore, both the upper and lower lot locations were previously used for modular buildings for an extended period of time in the past; and, the proposed use would be similar to that previous uses. The site would be used in its existing condition with the exception of grading to provide an improved access driveway to the site. The temporary structures would be largely screened from view from surrounding properties due to the mature vegetation and elevated berms that surround the lower parking lot site. Thus, impacts to community character due to use of the temporary relocation site would be less than significant.

#### 4.2.4.4 Issue AES-4: Light and Glare

The last threshold, AES-4, indicates that the proposed project would have a significant aesthetic impact if it would result in a new source of substantial light or glare that would adversely affect day or nighttime views.

For the proposed City Hall site, light and glare could emanate from the site during construction and operation, affecting surrounding residential properties. During construction, lighting for security purposes would be similar or less than the on-site lighting associated with the existing City Hall facilities with respect to building and parking security. However, to ensure security lighting would not have a significant impact on the adjacent residential properties, consideration of the lighting placement in a manner that would both shield the light from the adjacent properties and orient downward toward the construction site to minimize impacts of new light sources that could affect nighttime views (Impact AES-4).

Light and glare at the City Hall site could be generated from indoor lighting, outdoor lighting, light from vehicle headlights, or reflecting of light on structures. Indoor lighting from proposed structures could be visible from surrounding properties. The City Hall operating hours are from 8:00 a.m. to 5:30 p.m.; however, indoor lighting would be visible for a portion of the day due to proposed large window walls along the west side of the structure, particularly in the winter when sunset is earlier in the day. The Town Hall would be open until midnight to accommodate public meetings, but indoor lighting would be largely shielded from the surrounding residential uses by the intervening City Hall. The proposed expansion areas would also likely emit a noticeable increase in on-site lighting. Thus, impacts from indoor lighting would be potentially significant.

The project would include a variety of outdoor lighting within the civic plaza spaces as designated in Figure 3-4 added, in the surface parking lot and within the parking structure. While lighting requirements of the city's Zoning Ordinance would provide some parameters for proper placement and design of outdoor lighting, lighting could still spill onto adjacent residential properties. The parking lot structure previously included an open wall along the western edge which would allow light from vehicle headlights to escape; however, further refinements to design in response to this identified environmental issue has resulted in a change to an articulated, primarily solid screening wall along the western edge of the parking structure. Additionally, if lighting is not properly placed and directed in relation to proposed walls that could shield and direct light away from residential properties, a significant impact could occur. Thus, impacts from outdoor lighting would be potentially significant.

The proposed project would be required to comply with the Design Review Ordinance that prohibits projects that “adversely affect the lighting of the local neighborhood.” On-site lighting at the proposed project site and the temporary relocation site would comply with applicable lighting regulations, including the glazing and exterior lighting requirements in the City's Zoning Ordinance. Even with compliance with existing regulation, significant impacts from light and glare could occur at the project site due to indoor lighting, vehicle headlights in the parking structure, and outdoor lighting. Thus, a potentially significant light and glare impact would occur at the City Hall site (Impact AES-4).

At the temporary relocation site, lighting from structures would not be significant as there would be minimal windows in the proposed temporary structures and the site is surrounded by vegetative screening. The temporary relocation site would be required to comply with the Design Review Ordinance and with applicable lighting regulations, including the glazing and exterior lighting requirements in the City's Zoning Ordinance. Even with compliance with existing regulation, significant impacts from light and glare could occur at the temporary relocation site due to indoor lighting, exterior building lighting, and vehicle headlights. Thus, a potentially significant light and glare impact would occur at the temporary relocation site (Impact AES-5).

### 4.2.5 Cumulative Impacts

Cumulative impacts related to aesthetics were evaluated for each applicable significance threshold. Regarding Threshold AES-1, and as detailed in Section 4.2.4.1, the project would result in a potentially significant impact to scenic views as a result of proposed landscaping (Impact AES-1), project design features such as landscaping and structural features (Impact AES-2), and ~~construction of expansion area~~ Abuild-out of the project site (Impacts AES-3). Impacts AES-1 and AES-2 would be mitigated through implementation of mitigation measures MM-AES-1 and MM-AES-2. With refinement of the project design and identification of additional mitigation measures, Impact AES-3 would remain significant and unmitigable be mitigated through implementation of mitigation measure MM-AES-3.

With respect to cumulative impacts to scenic views, other projects near the coast that result in a significant blockage of ocean views as seen from public or private residential viewing locations could result in a significant cumulative impact. However, all cumulative projects would be required to comply with the Municipal Code maximum height allowances which require a maximum 14-foot limit above the continuous curb elevation along Camino del Mar and the 26-foot height limit as measured by the three methodologies in Municipal Code Section 30.04.080. Additionally, the proposed project and cumulative projects would be subject to design review, which would include a review of potential impacts to scenic views and would require projects to be designed to minimize unreasonable blockages of views to the maximum extent practicable. The project would provide new civic plaza spaces that would increase ocean viewing opportunities to the public on the project site and there are no known development projects with sufficient design in the immediate project vicinity that would be obstructing scenic views. Thus, a significant cumulative impact to scenic views would not occur.

Regarding Threshold AES-2, the project would have no impact to scenic resources with the exception of removal of planted ornamental trees on the City Hall site. However, all species of trees are protected by the Tree Ordinance (Section 23.50), which requires that for each tree removed, trees shall be replaced at a rate and species determined appropriate by the City in accordance with the Tree Mitigation Replacement Scale (see Municipal Code Section 23.50.090). These Municipal Code requirements would apply to other cumulative projects, which would ensure that cumulative impacts related to removal of trees as scenic resources would not occur. Thus, a significant cumulative impact to scenic resources would not occur.

Regarding Threshold AES-3, the project would result in a less than significant impact related to character. Similar to the project, other cumulative projects would be required to comply with the Municipal Code requirement that all proposed designs must be “appropriately scaled with other structures in the neighborhood” (23.08.077, C) and must be “in harmony with neighborhood character” in terms of design, scale, bulk, coverage and exterior appearance (30.31.060). Additionally, the Community Plan includes policies that protect neighborhood character within the downtown Village Center District by “maintain[ing] a low-mass scale of development” which is in keeping with the “pedestrian scale” and “traditional small-town character of the community” (Land Use Plan, Goal II-B & Village Center District). No cumulative project has been identified in the area that would result in significant impacts related to character. Thus, with compliance with applicable regulations and City policies, cumulative impacts related to visual character would be less than significant.

Regarding Threshold AES-4, a significant light and glare impact was identified for the project, for both the project site (Impact AES-4) and the temporary relocation site (Impact AES-5) which would be mitigated through implementation of mitigation measure MM-AES-34. All cumulative projects would be required to comply with glazing and exterior lighting requirements in the City’s Zoning Ordinance and the Design Review Ordinance that prohibits projects that “adversely affect the lighting of the local neighborhood.” As the proposed project impact would be a localized impact affecting only directly adjacent properties and no cumulative projects have been identified that would result in new sources or increased light and glare impacts in the immediate vicinity of the City Hall site or the temporary relocation site, cumulative impacts would be less than significant.

## 4.2.6 Level of Significance Prior to Mitigation

With regard to AES-1, an impact to scenic views was identified at the project site due to the potential view blockage that could occur as proposed landscaping matures, blocking views from public spaces to the east (Impact AES-1).

Public views on-site would not be impacted, and furthermore, new designated public spaces with scenic views of both the Pacific Ocean, as well as the vegetative hillside to the east, would be established with the proposed project. View corridors along 10<sup>th</sup> and 11<sup>th</sup> streets would be maintained due to the location of development entirely within the existing City Hall site. Public views northbound along the segment of Camino del Mar immediately adjacent to the project are blocked by existing vegetation. Southbound ~~While~~ public views from Camino del Mar would be maximized through the project design associated with the development of the City Hall and Town Hall buildings (open public plazas, low-profile structures, and glass façades); however, certain project features could result in an unreasonable blockage of views, resulting in a significant impact to ocean views (Impact AES-2).

Construction of the expansion areas (A, B, and C) would ~~eliminate a major ocean viewing location on the project site that does not existing in the existing condition~~ result in the obstruction of some views southbound along Camino del Mar, but would be created with the removal of existing structures from the northeast corner of the project site. Therefore, build-out

construction of the project site expansion area A would result in a significant impact to ocean views when compared to the initial phase of the project existing condition (Impact AES-3).

Scenic views near the temporary relocation site would not be adversely impacted due to the low elevation of the parking lot in relation to Camino del Mar and the existing screening that exists from mature vegetation and berms. Therefore, the impact to views at the temporary relocation site would be less than significant.

Regarding AES-2, the proposed project would result in a less than significant impact to the scenic resources in the study area, including the ocean, beaches, bluffs, trees, and historic properties. The only scenic resource on the project site that would be affected by the proposed project are protected trees on the existing City Hall site. However, removed trees would be replaced in compliance with the Tree Ordinance. Thus, impacts to scenic resources would be less than significant.

For AES-3, the proposed project would not adversely impact the character of the surrounding community because the proposed project has been designed to blend in with the character of the surrounding area through its low-profile architectural style, open plazas, and natural finishes as developed in the refined project design. Project grading and landform alteration would allow structures to be low profile and consistent with neighborhood character. The proposed project would be appropriately scaled in comparison to the surrounding commercial village corridor along Camino del Mar. Additionally, adverse impacts associated with community character due to temporary uses at the Shores Park site would be less than significant due to minimal site alteration required to use the site, the temporary nature of the use, and the existing screening that would block views of structures from the surrounding residential areas. Thus, the proposed project would have a less than significant impact on visual character and quality.

With regard to AES-4, the proposed project would be required to comply with the Design Review Ordinance that prohibits projects that “adversely affect the lighting of the local neighborhood” and applicable lighting regulations, including the glazing and exterior lighting requirements in the City’s Zoning Ordinance. Uses at the existing City Hall site and the temporary relocation site would be required to comply with these regulations. However, indoor and outdoor lighting, from both construction and operation, including lighting from vehicle headlights, could result in light and glare impacts at the project site and temporary relocation site which would be a significant impact (Impacts AES-4 and AES-5). ~~Impacts at the temporary relocation site would be less than significant due to the screening at the site and the proposed noise wall that would minimize light and glare impacts.~~

## 4.2.7 Mitigation

**MM-AES-1:** To mitigate Impact AES-1, final landscaping plans shall consider the view corridors and either select plant material that are at or less than the building height (153–157 feet AMSL) on the Town Commons, Entry Garden, or Ocean View Terrace; or, if taller, strategically placed to minimize view impacts. Landscape in the western portion of the site should not exceed 142 feet AMSL in

height; or if taller, strategically placed to minimize view impacts. The final landscaping plan shall be reviewed by City staff for review with written approval against the Design Review permit and the Final EIR to ensure that the plan adequately meets the intent of this mitigation measure.

**MM-AES-2:** To mitigate Impact AES-2, the City shall implement the following design criteria ~~mitigation measures~~ on the project site. The final plans shall be reviewed by City staff for review with written approval against the Design Review permit and the Final EIR to ensure that the following conditions are met. :

- The safety wall along the western and northern edge of the civic plaza shall be made of a transparent or semi-transparent (50 percent transparency) material, such as a wall or planter on the bottom, with open railing on the top, to allow for open views to the west.
- Trellis landscaping shall not be permitted in the area north of the City Hall building that is within the view corridor, unless the vegetation adheres to the structure (i.e., vines) and with continued maintenance by the City so that the open views throughout the trellis are maintained.
- No permanently erected shade structures shall be permitted in ~~northern portion~~any of the designated on-site public viewpoints (refer to Figure 3-4 *added*). Shade structures that can be opened (e.g., umbrellas) for shade may be located in these areas. Further, art installations that may result in the provision of shade are permitted. ~~of the civic plaza (north of City Hall).~~

**MM-AES-3:** To mitigate Impact AES-3, the City shall implement the following design criteria on the project site to ensure build-out of the project is mitigated. The final plans for any expansion area building shall be reviewed by the DRB to ensure that these conditions are met.

- Provide the Town Hall Overlook to ensure continued scenic views to the southwest and approximately 50 percent toward the west.
- Limit new structures, public furniture, and public art to achieve approximately 50 percent or more of the Ocean View Terrace (refer to Figure 3-4 *added*) to ensure continued scenic views to the west, including to the southwest and northwest.
- Use of open and transparent materials shall be used to the greatest extent practicable in the upper (eastern) portion of the site, within expansion area A and B, where new structures are being constructed for on-site use.
- Limit the roofline of expansion area B to not exceed the height of the roofline of the adjacent City Hall structure as constructed.

- Site buildings associated with expansion area A in a manner such that view access from Camino del Mar is approximately 50 percent of the length from the northeastern corner of City Hall to the northern property line. Such design considerations may include open patios, outdoor cafes, transparent wall materials, and open interior treatments.
- The roofline of expansion area A shall be variable to provide horizontal and vertical relief, and to maintain views across the site to the greatest extent practicable.
- A view corridor between the northern edge of City Hall and the exterior elevator structure shall be protected. Placement of permanent structures shall be low profile, and may include bike storage and maintenance facilities, trash/recycling receptacles, and planter boxes.
- Maintain on-site landscaping to ensure landscaping is healthy and within the height limits outlined in the adopted landscape plan and associated plant palette.
- Maintain existing and proposed onsite landscaping to ensure overgrowth onto 10th and 11th streets does not block existing views westward.
- Reduce and maintain the ground cover landscaping (trees excepted) within the median of Camino del Mar, between 9th Street and 11th Street, to not exceed 24 inches in height, to expand views westward for northbound vehicle occupants and pedestrians on the east side of Camino del Mar.

**MM-AES-34:** To mitigate Impact AES-4 and AES-5, indoor/outdoor lighting, including during construction, the City shall implement the following ~~mitigation measures~~ design criteria at both the project site and temporary relocation site.

**Project Site**

- Light sensors or timers shall be placed on all interior light fixtures within all structures to ensure lights are shut off when rooms or buildings are not in use.
- Louvers or other screening mechanisms along the western side of the parking garage shall be implemented to ~~reduce~~ minimize light spill to residential properties.
- Windows materials shall be used that are designed to be absorptive of light or made of anti-reflective materials.
- Security lighting (illuminated dusk to dawn) erected during construction shall be placed below the height of the proposed noise attenuation barrier

(MM-NOS-1) and oriented downward and away from adjacent residential properties during all phases of construction.

- Bollard or low wall lighting shall be used in the surface parking lot, and placed below the height of the proposed noise wall (MM-NOS-3 and MM-NOS-4).
- Plaza lighting shall include low lighting, facing downward and away from residential areas and located on solid surfaces, or within low-profile lighting structures such as bollard lighting or step lighting where feasible.
- Parking structure lighting shall be placed on the interior of solid or screened walls, facing inward toward the center of the parking structure.

~~Implementation of the noise wall in MM-NOS-3 and MM-NOS-4 would further mitigate potential light impacts at both the project site and temporary relocation site from vehicle headlights.~~

#### ***Temporary Relocation Site***

- Light sensors or timers shall be placed on all interior light fixtures within all structures to ensure lights are shut off when rooms or buildings are not in use.
- Windows materials shall be absorptive of light or made of anti-reflective materials.
- The parking area within the Shores Park lower parking lot shall be restriped to orient cars in the easterly or northerly direction, or cars shall be required to back in along the western property boundary.
- Maintain existing vegetation along the western perimeter of the Shore Park lower parking lot, adjacent to the fenceline.

~~No feasible mitigation has been identified to mitigate significant impacts associated with AES-3. However, a Reduced Project Alternative is included in Chapter 7, Alternatives, that would omit expansion area A, and avoid the significant and unmitigable impacts identified above.~~

### **4.2.8 Significance After Mitigation**

Impact AES-1 was identified due to the potential for landscaping to unreasonably block scenic views of the ocean. This impact would be mitigated through implementation of MM-AES-1, which would ensure that proposed landscaping does not unreasonably block views. Thus, impacts to views from proposed landscaping would be less than significant with mitigation.

Impact AES-2 was identified due to the potential for certain project elements at the City Hall site to unreasonably block ocean views. This impact would be mitigated through

implementation of MM-AES-2, which would require a transparent or semi-transparent wall to be constructed along the edge of the civic space designated as the Ocean View Terrace (refer to Figure 3-4 added), prohibit the use of a permanent shade structures that could block ocean views, and ~~prohibit~~ limit landscaping on a proposed trellis. Impacts to public views, including on-site and from Camino del Mar with construction of the City Hall/Town Hall buildings would be less than significant with mitigation.

Impact AES-3 was identified due to the ocean view impacts that would result from buildout construction of the proposed project expansion area A. Construction of the expansion areas (A, B, and C) would result in a significant blockage of ocean views in comparison to ~~both the existing views and the initial phase of the project with the development of the City Hall and Town Hall buildings~~. While MM-AES-2 would maximize views of the ocean from Camino del Mar, additional mitigation was identified as a result of refined project design and public input, and is included as MM-AES-3. MM-AES-2 and MM-AES-3 require future Design Review of the expansion areas, as well as other measures to protect the views such as the use of transparent materials, landscape maintenance, roofline limits, and other building limits. With the implementation of MM-AES-2 and MM-AES-3, Impact AES-3 would be reduced to less than significant. ~~construction of expansion area A would be a significant and unavoidable impact to ocean views. No mitigation was identified that could minimize this impact to below a level of significance. A Reduced Project Alternative is included in Chapter 7, Alternatives, that would omit expansion area A, and avoid the significant and unmitigable impacts identified above.~~

Impact AES-4 and AES-5 was were identified due to the potential light and glare impacts to surrounding residential properties for both the project site and temporary relocation site, resulting from indoor lighting and outdoor lighting, including lighting from vehicle headlights. This impact would be mitigated through implementation of MM-AES-~~34~~, which would require measures to ensure lighting does not adversely affect surrounding residential properties. Thus, impacts related to light and glare would be less than significant with mitigation.



FIGURE 4.2-1

Map of Key Private Residential View Locations



PHOTOGRAPH 1  
Existing Condition

FIGURE 4.2-2a  
Key View #1



**PHOTOGRAPH 2**  
Proposed Project with City Hall/Town Hall



**PHOTOGRAPH 3**  
Proposed Project with City Hall/Town Hall and Expansion Areas

**FIGURE 4.2-2b**  
Key View #1



PHOTOGRAPH 4  
Existing Condition



PHOTOGRAPH 5  
Proposed Project with City Hall/Town Hall  
(Expansion Areas Not Visible)

FIGURE 4.2-3  
Key View #2



**PHOTOGRAPH 6**  
Existing Condition

**FIGURE 4.2-4a**  
Key View #3



**PHOTOGRAPH 7**  
Proposed Project with City Hall/Town Hall



**PHOTOGRAPH 8**  
Proposed Project with City Hall/Town Hall and Expansion Areas

**FIGURE 4.2-4b**  
Key View #3



**PHOTOGRAPH 9**  
Existing View of Project Driveway at Temporary Relocation Site



**PHOTOGRAPH 10**  
Existing Northerly View of the Temporary Relocation Site

**FIGURE 4.2-5a**  
Existing Views



**PHOTOGRAPH 11**  
Existing Southeast View of the Temporary Relocation Site

**FIGURE 4.2-5b**  
Existing View

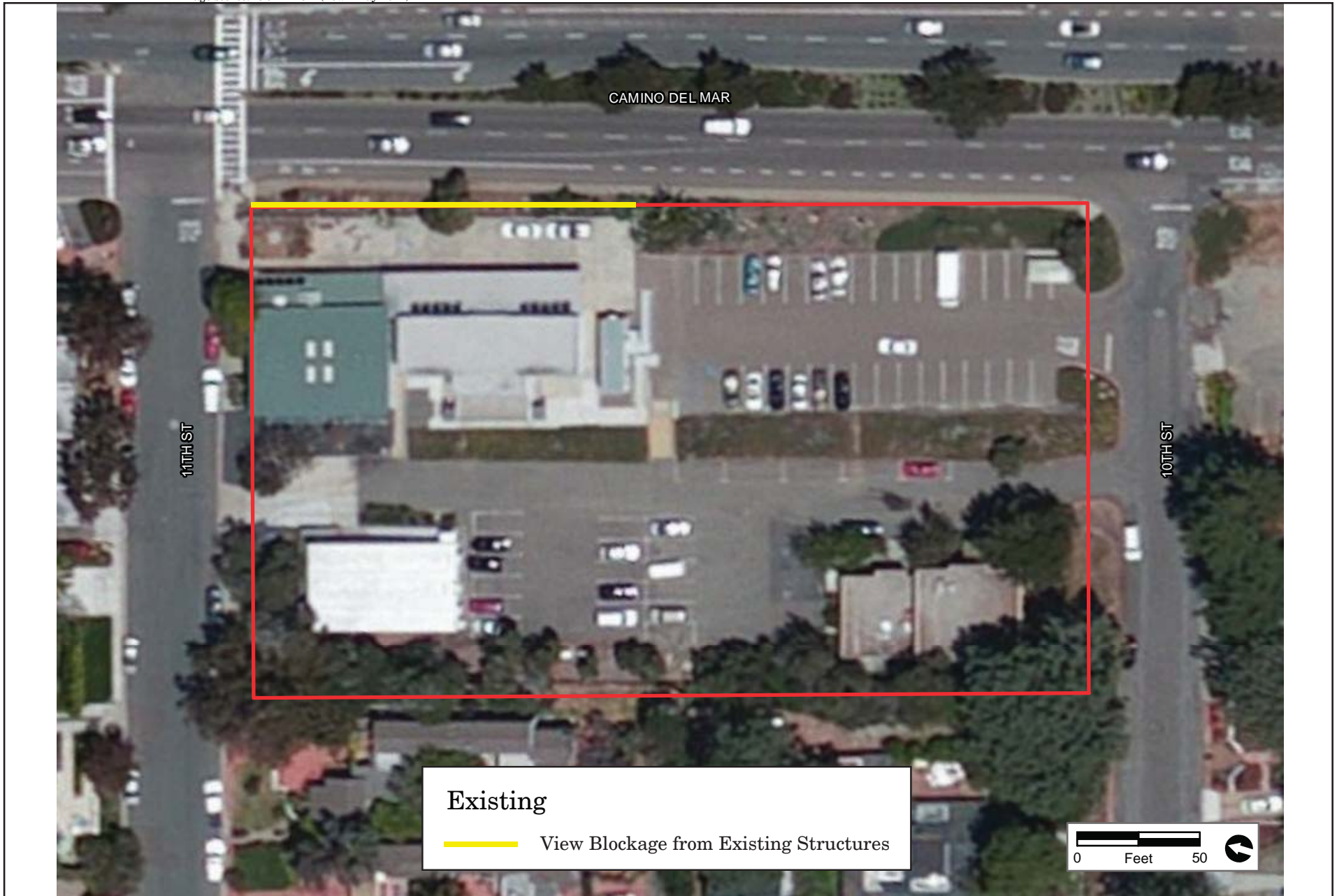


FIGURE 4.2-6  
Cone of Vision Study – Existing Buildings  
Views from Camino del Mar



FIGURE 4.2-7

Cone of Vision Study – Proposed City Hall/Town Hall  
Views from Camino del Mar



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FIGURE 4.2-8  
Camino del Mar View Blockage  
Existing On-site Buildings



FIGURE 4.2-9  
Camino del Mar View Blockage  
Proposed Project



FIGURE 4.2-10  
Figure Ground Analysis



PHOTOGRAPH 12



PHOTOGRAPH 13

FIGURE 4.2-11  
Camino del Mar Landscaping



PHOTOGRAPH 14



PHOTOGRAPH 15

FIGURE 4.2-12  
Southern Project Site Landscaping



PHOTOGRAPH 16

**RECON** **FIGURE 4.2-13**  
Northwestern Project Site Landscaping



PHOTOGRAPH 17

FIGURE 4.2-14  
11th Street/Project Site Landscaping

RECON

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PHOTOGRAPH 18

FIGURE 4.2-15  
10th Street/Project Site Landscaping



PHOTOGRAPH 19



PHOTOGRAPH 20

FIGURE 4.2-16  
Northbound Camino del Mar  
South to North (southern segment)



PHOTOGRAPH 21



PHOTOGRAPH 22

FIGURE 4.2-17  
Northbound Camino del Mar  
South to North (northern segment)



PHOTOGRAPH 23



PHOTOGRAPH 24



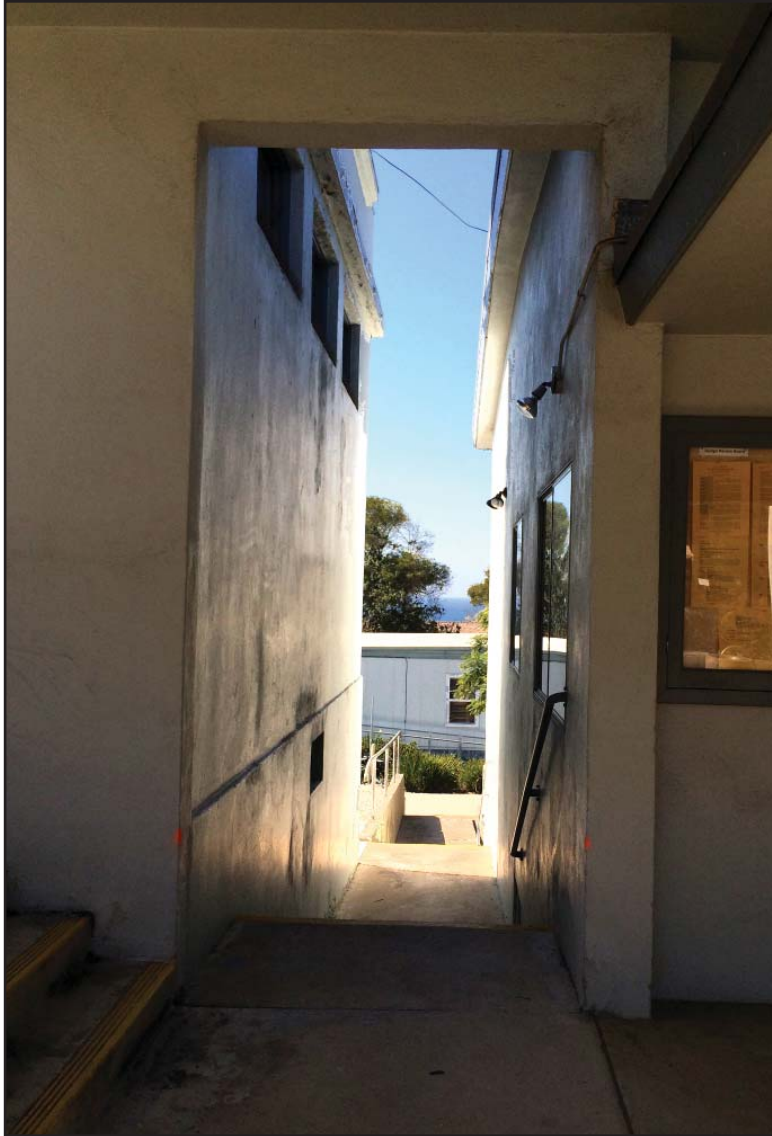
PHOTOGRAPH 25

FIGURE 4.2-19  
Existing Onsite Scenic Views



PHOTOGRAPH 26

FIGURE 4.2-20  
Existing Onsite Scenic Views  
South of Buildings



PHOTOGRAPH 27

FIGURE 4.2-21  
Existing Onsite Scenic Views  
Between Buildings



PHOTOGRAPH 28

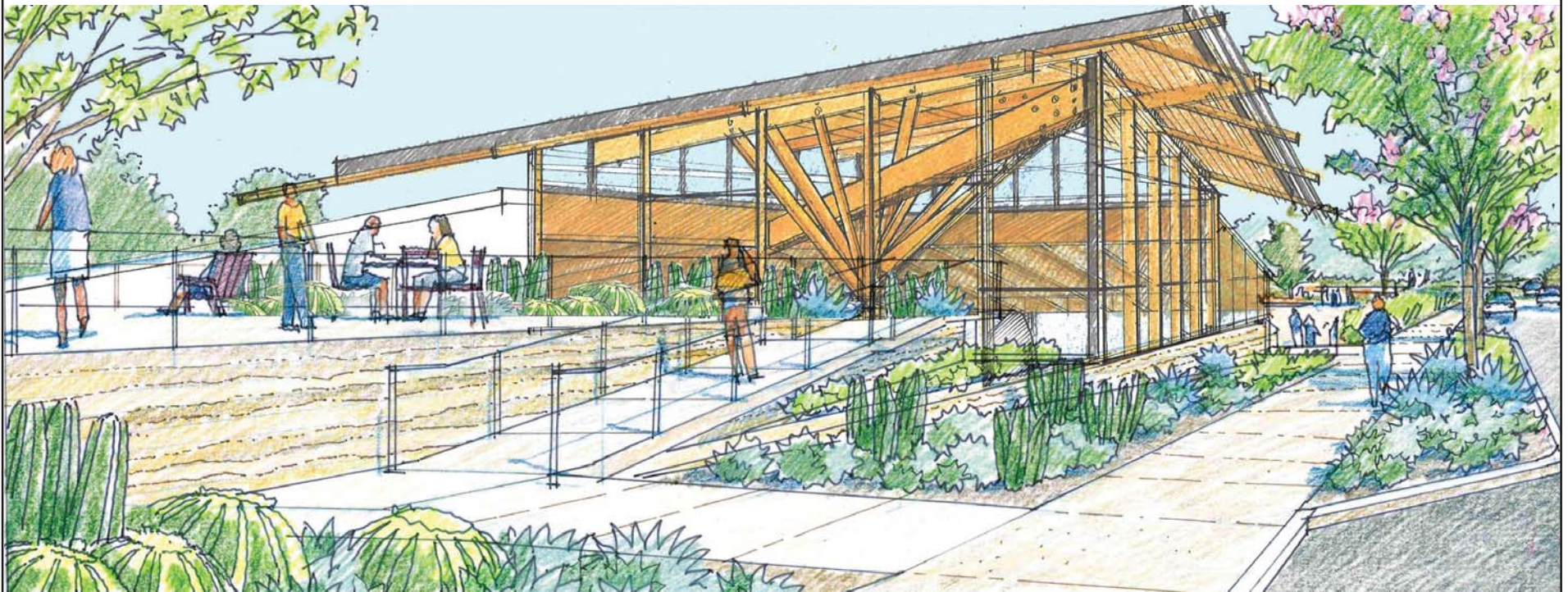


PHOTOGRAPH 29

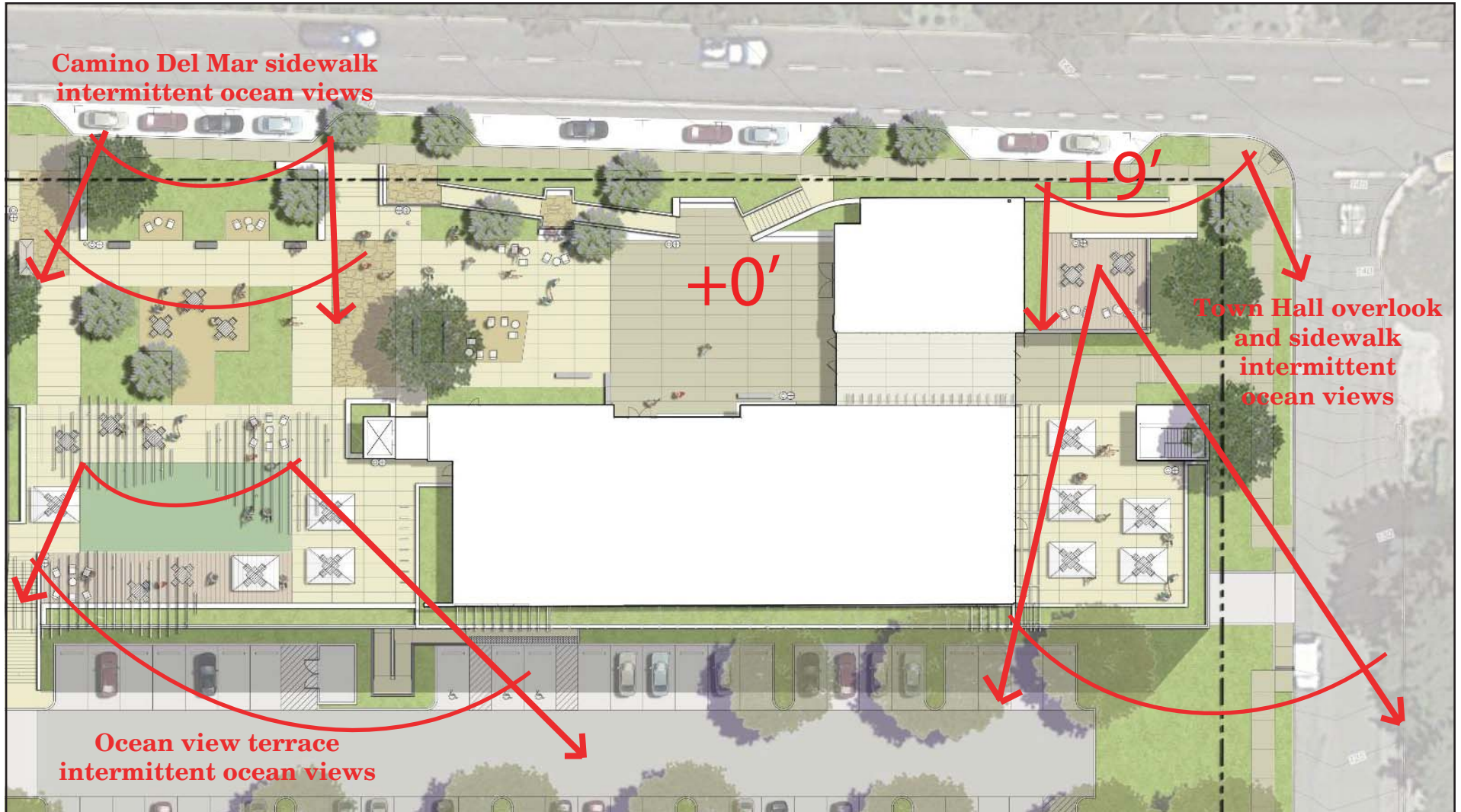
FIGURE 4.2-22  
Views Across Project Site  
from Camino del Mar



**FIGURE 4.2-23**  
Refined Conceptual Site Plan  
Architectural Rendering of Northeastern Corner



**FIGURE 4.2-24**  
Refined Conceptual Site Plan  
Architectural Rendering of Southeastern Corner



**FIGURE 4.2-25**  
Refined Conceptual Site Plan  
Elevation Differential along Camino del Mar



**FIGURE 4.2-26**  
Refined Conceptual Site Plan  
Western Parking Lot with Farmers' Market

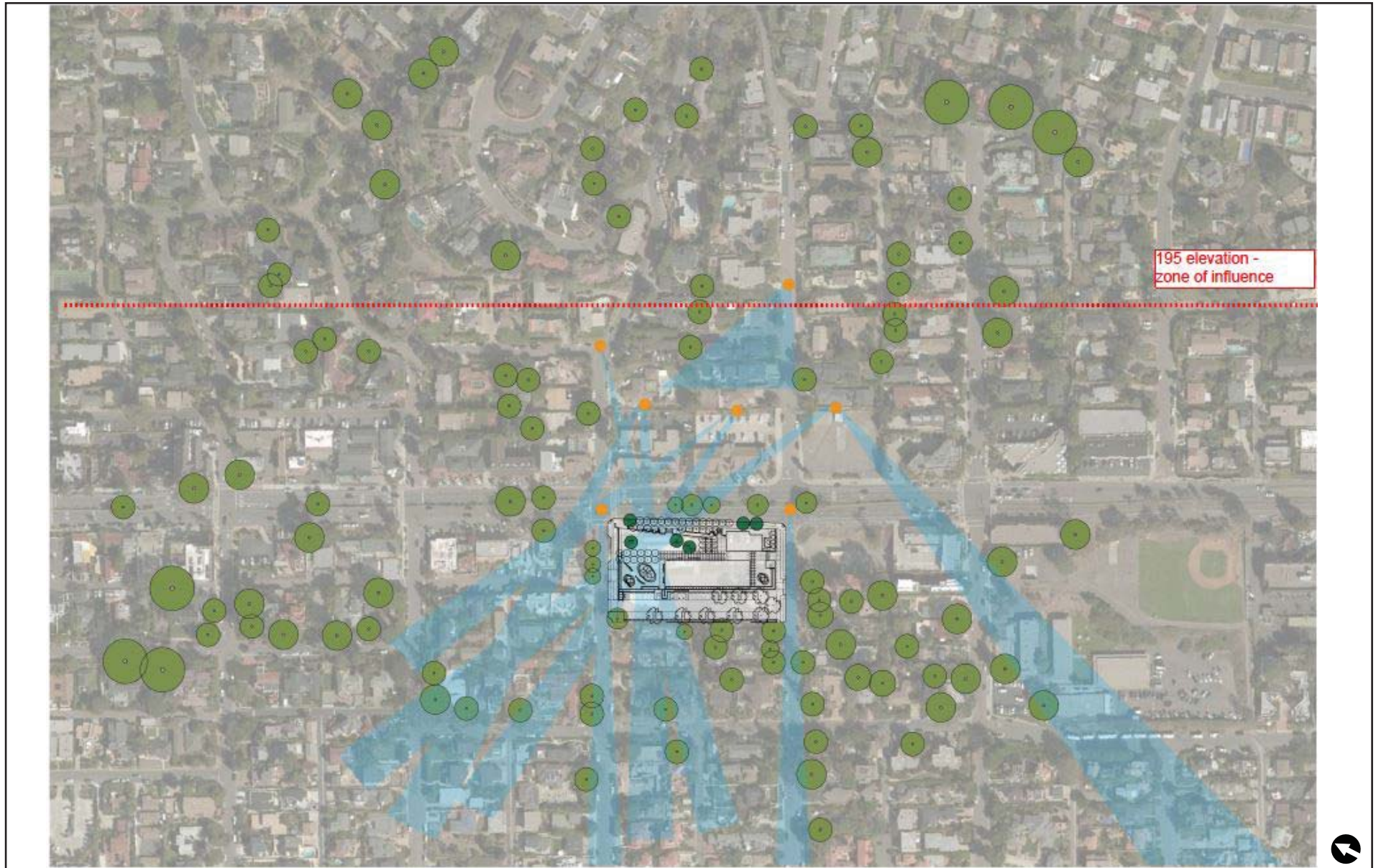
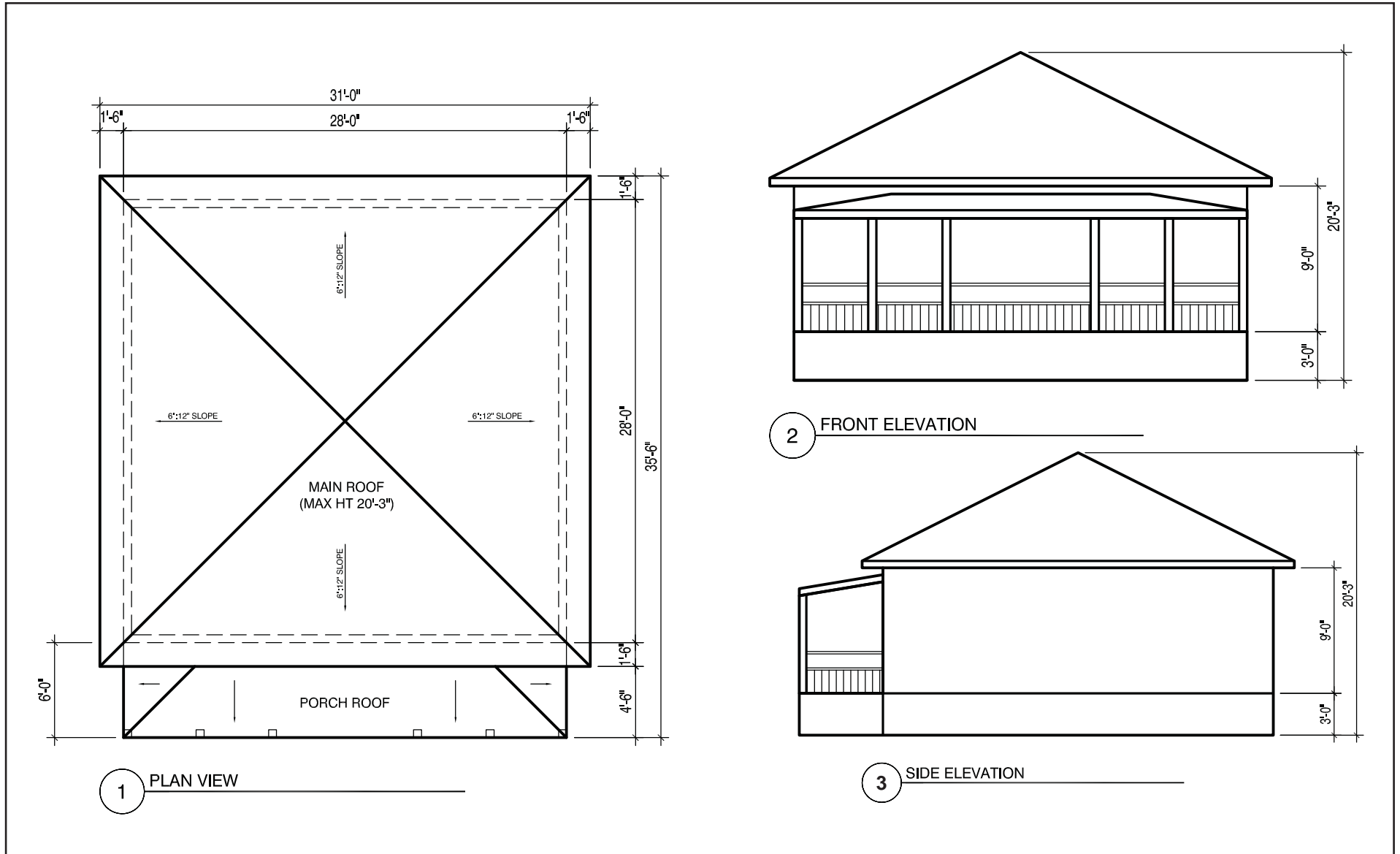


FIGURE 4.2-27  
Analysis of Existing View Blockages  
for Conceptual Landscape Plan



**FIGURE 4.2-28**  
Cross Section of Existing View Blockages  
for Conceptual Landscape Plan



**FIGURE 4.2-29**  
Expansion Area C  
Alvarado House Option



PHOTOGRAPH 30



PHOTOGRAPH 31

**FIGURE 4.2-30**  
Views Looking Northwest  
from the Town Hall Overlook



PHOTOGRAPH 32



PHOTOGRAPH 33

FIGURE 4.2-31  
Views Looking West and Southwest  
from the Town Hall Overlook



PHOTOGRAPH 34

FIGURE 4.2-32  
Approximate Views from Interior of City Hall



FIGURE 4.2-33  
Refined Conceptual Site Plan  
Visual Simulation of Northeastern Corner

## 4.3 Cultural Resources

This section addresses potential impacts associated with the proposed project on historic structures, archaeological resources, and paleontological resources. The Historic Building Evaluation was completed for the proposed project, and included as Appendix C of this EIR (RECON 2015a).

### 4.3.1 Existing Conditions

#### 4.3.1.1 Cultural Setting

##### a. Prehistoric Period

The prehistoric cultural sequence in San Diego County is generally conceived as comprising three basic periods: the Paleoindian, dated between about 11,500 and 8,500 years ago and manifested by the artifacts of the San Dieguito Complex; the Archaic, lasting from about 8,500 to 1,500 years ago (A.D. 500) and manifested by the cobble and core technology of the La Jollan Complex; and the Late Prehistoric, lasting from about 1,500 years ago to historic contact (i.e., A.D. 500 to 1769) and represented by the Cuyamaca Complex. This latest complex is marked by the appearance of ceramics, small arrow points, and cremation burial practices.

The Paleoindian Period in San Diego County is most closely associated with the San Dieguito Complex, as identified by Malcolm Rogers (1938, 1939, 1945). The San Dieguito assemblage consists of well-made scraper planes, choppers, scraping tools, crescentics, elongated bifacial knives, and leaf-shaped points. The San Dieguito Complex is thought to represent an early emphasis on hunting (Warren et al. 1993).

The Archaic Period brings an apparent shift toward a more generalized economy and an increased emphasis on seed resources, small game, and shellfish. The local cultural manifestations of the Archaic Period are called the La Jollan Complex along the coast and the Pauma Complex inland. Pauma Complex sites lack the shell that dominates many La Jollan sites. Along with an economic focus on gathering plant resources, the settlement system appears to have been more sedentary. The La Jollan assemblage is dominated by rough, cobble-based choppers and scrapers, and slab and basin metates. Large side-notched and Elko series projectile points appeared. Sizable deposits of marine shell at coastal sites indicate the importance of shellfish gathering to the coastal Archaic economy.

Near the coast and in the Peninsular Mountains, starting approximately 1,500 years ago, patterns began to emerge which suggest the ethnohistoric Kumeyaay. This period is characterized by higher population densities and elaborations in social, political, and technological systems. Economic systems diversified and intensified during this period, with

the continued elaboration of trade networks, the use of shell-bead currency, and the appearance of more labor-intensive, but effective technological innovations.

The late prehistoric archaeology of the San Diego coast and foothills is characterized by the Cuyamaca Complex. It is primarily known from the work of D. L. True at Cuyamaca Rancho State Park (True 1970). The Cuyamaca Complex is characterized by the presence of steatite arrowshaft straighteners, steatite pendants, steatite comales (heating stones), Tizon Brownware pottery, ceramic figurines reminiscent of Hohokam styles, ceramic “Yuman bow pipes,” ceramic rattles, miniature pottery various cobble-based tools (e.g., scrapers, choppers, hammerstones), bone awls, manos and metates, mortars and pestles, and Desert side-notched (more common) and Cottonwood Series projectile points.

## **b. Ethnohistory**

The Kumeyaay (also known as Kamia, Ipai, Tipai, and Diegueño) occupied the southern two-thirds of San Diego County. The Kumeyaay lived in semi-sedentary, politically autonomous villages or rancherías. The settlement system typically consisted of two or more seasonal villages with temporary camps radiating away from these central places (Cline 1984a and 1984b). Their economic system consisted of hunting and gathering, with a focus on small game, acorns, grass seeds, and other plant resources. The most basic social and economic unit was the patrilocal extended family.

A wide range of tools was made of locally available and imported materials. A simple shoulder-height bow was used for hunting. Numerous other flaked stone tools were made including scrapers, choppers, flake-based cutting tools, and biface knives. Preferred stone types were locally available metavolcanics, cherts, and quartz. Obsidian was imported from the deserts to the north and east. Ground stone objects include mortars and pestles typically made of locally available, fine-grained granite. Both portable and bedrock types were used, although the latter more common. The Kumeyaay made fine baskets. These employed either coiled or twined construction. The Kumeyaay also made pottery, using the paddle-and-anvil technique. Most were a plain brown utility ware called Tizon Brownware, but some were decorated (Meighan 1954; May 1976, 1978).

## **c. Spanish/Mexican/American Periods**

The Spanish Period (1769–1821) represented a time of European exploration and settlement. Military and naval forces along with a religious contingent founded the San Diego Presidio, the pueblo of San Diego, and the San Diego Mission in 1769 (Rolle 1998). Native American culture in the coastal strip of California rapidly deteriorated despite repeated attempts to revolt against the Spanish invaders (Cook 1976). One of the hallmarks of the Spanish colonial stage was the rancho system. In an attempt to encourage settlement and development of the colonies, large land grants were made to meritorious or well-connected individuals.

In 1821, Mexico declared its independence from Spain. During the Mexican Period (1822–1848), the mission system was secularized by the Mexican government and these lands allowed for the dramatic expansion of the rancho system. The southern California economy became increasingly based on cattle ranching. The Mexican Period ended when Mexico signed the

Treaty of Guadalupe Hidalgo on February 2, 1848, concluding the Mexican-American War (1846–1848; Rolle 1998). The great influx of Americans and Europeans resulting from the California Gold Rush in 1848-49 eliminated many remaining vestiges of Native American culture.

The American homestead system encouraged settlement beyond the coastal plain into areas where Native Americans had retreated to avoid the worst of Spanish and Mexican influences (Carrico 1987; Cook 1976). A rural community cultural pattern existed in San Diego County from approximately 1870 to 1930. These communities were composed of an aggregate of people who lived within well-defined geographic boundaries, on farmsteads tied together through a common school district, church, post office, and country store (Hector and Van Wormer 1986). In the post-World War II period, the economy shifted from ranching and agriculture to light manufacturing, the military, and tourism.

#### **d. History of Del Mar**

The first ranchers moved into the Del Mar area in the mid-1800s. The ranch of William S. Weed housed the post office for this area, and this region was known by the name of “Weed” until 1884. In 1883, the California Southern Railroad, later part of the Santa Fe system, ran its first passenger train through Del Mar. It originally ran down what is now known as Stratford Court, with the depot located between 9<sup>th</sup> and 10<sup>th</sup> streets.

In 1882, Colonel Jacob Taylor, the then owner of Rancho Los Peñasquitos, bought 338 acres for the town site (Starr 1986). Initially, 14 homes were constructed in an area now bounded by Camino del Mar, the Pacific Ocean, 9<sup>th</sup> Street, and 11<sup>th</sup> Street, which include the project site. The community was named Del Mar (Spanish for “of the sea”) at this time. The nucleus of this initial development was the Casa del Mar, a hotel completed in 1886 at the northwest end of 10<sup>th</sup> Street overlooking the ocean. After 1887, the initial land boom ended. Fires broke out mysteriously, and the heavy rains of 1889 eroded the pathway to the beach, inundated the railroad tracks, and isolated Del Mar. In January 1890, three years after it had opened, Casa del Mar burned to the ground.

In 1905, the South Coast Land Company bought all of Colonel Taylor’s land and then proceeded to move the center of town, from what is now 9<sup>th</sup> Street and Stratford Court, to 15<sup>th</sup> Street and Camino del Mar. This was accomplished through the demolition of all of the remains of the original Casa del Mar and the construction of the Stratford Inn (later known as the Del Mar Inn or Hotel). Construction of the hotel set off a minor land boom in Del Mar, and within a few months property sales of more than \$500,000 were recorded. It was at this time that the South Coast Land Company built the sewer system (in use until 1974), filled in the San Dieguito slough to make lots along what is now Coast Boulevard, and developed a golf course where the fairgrounds are now located. Subsequent to the construction of the Stratford Inn, the railroad tracks and depot were moved to near 17<sup>th</sup> Street and Coast Boulevard.

The South Coast Land Company planned a residential community of “distinctive class.” Lots were intentionally irregular to assure each one had individuality and a view. The Company encouraged only those building designers who built in styles compatible with the Stratford Inn: English cottage style and shingled bungalow (Spanish Villas became popular on the hill in the

1920s). The Kockritz building, constructed in 1927 and now called the Stratford Square, is a fine example of a structure built to complement the Stratford Inn.

The first road from Del Mar to La Jolla was conceived, developed, and paid for by the South Coast Land Company and E. W. Scripps. This road provided Del Mar's only vehicular connection to San Diego until Highway 101 through Rose Canyon opened in 1931. As the San Diego region and the accompanying network of highways grew during the 1940s and 50s, people gradually sought homes in small beach communities where they could find a pleasant residential environment and still commute to jobs in the City of San Diego. The City area grew from 430 persons in 1938, to approximately 2,800 residents by 1958.

The Del Mar racetrack, next to the Pacific Ocean at the mouth of the San Dieguito River, is a well-known attraction. The racetrack began in 1936 as a proposition submitted by well-known actor Bing Crosby and William A. Quigley (Engstrand 1980). Both Bing Crosby and fellow actor Pat O'Brien loaned money to the project after expected funds from the 22<sup>nd</sup> District Agricultural Association ran out. The racetrack opened on July 3, 1937, with Crosby greeting the crowds (Engstrand 1980).

Studies were conducted in the late 1950s revolving around the feasibility of incorporating Del Mar as a separate city. The citizens voted to incorporate in 1959 by a narrow margin. In 1966, the current alignment for Interstate 5 was constructed, thereby allowing major north-south vehicular traffic to bypass Del Mar. The resulting decrease in traffic along Camino del Mar created some vacancies in the business district, and the business community expressed concern as to its future.

A public school was constructed on the City Hall project site between 1920 and 1921, and opened in September 1921. The school operated until 1947, when a new school was constructed at a new location on 9<sup>th</sup> Street. The property and school building were sold to a private ownership group in November 1947. The new owners had plans for a hotel, but these did not materialize and in September 1952, the property and building were sold to St. James Catholic Church for use as Saint James Academy. In 1956, the academy was expanded by the construction of a second school building immediately to the north of the original school building. At the time the second building was constructed the façade of the first building was altered by changing the entrance and adding a portico.

In 1972, the City of Del Mar purchased the building to serve as City Hall. Both buildings were used until 1975, when the original school building was deemed unsafe and was used only for storage, until it was subsequently locked and access was prohibited in August 2012. The City has continued to use the 1956 (northern) building as offices.

### 4.3.1.2 Existing Resources

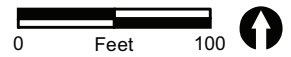
#### a. Existing Conditions on the Project Property

The proposed project site has been completely developed, and is occupied by five buildings and parking lots. Two buildings that occupy the northeastern quarter of the property, the current City Hall (Building B) and a building previously used for storage (Building A), are over 50 years old. Figure 4.3-1 depicts the location of the two pre-1965 buildings. A large portable building immediately to the south of the original buildings is currently used for IT offices. The Town Hall hearing room and Del Mar TV studio occupies the southwestern corner of the property. A portable building sits in the northwestern corner of the property, adjacent to the pre-1965 buildings. The Town Hall/TV studio and portable buildings are less than 50 years old. The remainder of the property is occupied by surface parking lots and landscaped areas.

Of the two pre-1965 buildings, the oldest (Building A) was constructed between 1920 and 1921 as the Del Mar Elementary School (see Figure 4.3-1). Opening in September 1921, the building served as the school until November 1947, when the school moved to a new location on 9<sup>th</sup> Street. In September 1952, the property was sold to St. James Catholic Church for use as a school. In 1972, the City of Del Mar purchased the property with both Buildings A and B, to serve as City Hall. Building A was used until 1975, when it was deemed unsafe and was used only for storage, until it was subsequently locked and access was prohibited in August 2012. The architectural style of Building A is currently closest to a vernacular Streamline Moderne. However, the building façade was heavily altered from its original configuration, which had architectural detailing that matched the Spanish Eclectic style. For additional architectural details on this building, refer to Del Mar City Hall/Town Hall Project Historic Building Survey of the City Hall Buildings at 1050 Camino Del Mar, Del Mar, California (Appendix C).

The second pre-1965 building (Building B) was constructed in 1956 by St. James Catholic Church to expand their school facility (see Figure 4.3-1). This is likely around the same time as when a portico was added to Building A to tie the two buildings together architecturally. Building B served as part of the school facility until 1972, when the property was sold to the City of Del Mar to serve as City Hall. The second building, Building B, is in the International style. For additional architectural details on this building, refer to Del Mar City Hall/Town Hall Project Historic Building Survey of the City Hall Buildings at 1050 Camino Del Mar, Del Mar, California (Appendix C).

The temporary relocation site is proposed to be located on the parking lot of the Shores Park, immediately to the south of the private Winston School. No buildings are located in the area where the proposed portable structures would be placed, and all buildings on the Shores Park property would remain.



 Project Boundary

**FIGURE 4.3-1**  
City Hall Site  
Pre-1965 On-site Buildings

## **b. Historic Landmarks**

No City-designated historic landmarks or buildings are located on the project site, nor on the temporary relocation site at the Shores Park. The City has designated two properties in the Village area as significant historic landmarks: the Stratford Square property and the Del Mar Library property. Both properties are located north of the proposed City Hall/Town Hall Project site and would not be affected by the construction of the proposed project.

## **c. Archaeological Resources**

An archaeological records search was conducted at the South Coastal Information Center (SCIC) on November 8, 2011, and August 13, 2014. The results showed no historic addresses or archaeological resources recorded on the project site, the temporary relocation site, or immediately adjacent to these properties. A letter was sent to the Native American Heritage Commission (NAHC) on May 28, 2015, requesting a search of their Sacred Lands File. A reply letter was received June 23, 2015, stating the NAHC files failed to indicate the presence of Native American cultural resources in the immediate project area. Contact letters to the listed individuals and groups were sent out on July 2, 2015. Refer to Attachment 1 of Appendix C for copies of the correspondence.

Any surface and shallow subsurface archaeological deposits on the project site or temporary relocation site have been destroyed or heavily disturbed as a result of the previous development of the properties. There is still the possibility, however, for subsurface prehistoric or historic archaeological deposits to be present below the depth of disturbance incurred by existing structures, hardscaping, and landscaping.

## **d. Paleontological Resources**

Paleontological resources are found in deeper bedrock layers of sandstone, mudstone, or shale. The project site is underlain primarily by the Bay Point Formation. The sensitivities for the geologic formations/units in San Diego are included in a report prepared for the San Diego Planning Commission on the Paleontological Resources of San Diego County (Deméré and Walsh 1993), and are categorized as high, moderate, low, marginal, and zero. The Bay Point Formation contains extremely diverse and well-preserved assemblages of marine invertebrate fossils as well as rare vertebrate fossils. Therefore, it was assigned a paleontological resource sensitivity of high by Deméré and Walsh (1993). While the project site is entirely developed, there is a possibility of subsurface paleontological resources in undisturbed Bay Point Formation deposits under the existing development areas.

### **4.3.1.3 Existing Regulatory Framework**

#### **a. Federal Regulations**

##### ***National Register of Historic Places***

The National Register of Historic Places (NRHP) was established by the National Historic Preservation Act enacted in 1966. The NRHP is the official list of sites, buildings, structures,

districts, and objects significant in American history, architecture, archaeology, engineering, and culture. The NRHP is administered by the National Park Service. Nominations to the NRHP may come from the various State Historic Preservation Offices, Tribal Historic Preservation Offices, local governments, and from private individuals and organizations. To be included on the NHRP list, nominees must:

- Be significant in American history, architecture, archaeology, engineering, and culture and possess integrity of location, design, setting, materials, workmanship, feeling, and association, and:
- Be associated with events that have made a significant contribution to the broad patterns in our history;
- Be associated with the lives of persons important in our past;
- Embody the distinctive characteristics of a type, period, region, or method of construction, or represent the work of a master, or possess high artistic values;
- Represent a significant and distinguishable entity whose components may lack individual distinction; or
- Have yielded, or may be likely to yield, information important in prehistory or history.

Certain properties are usually not considered for eligibility for the NRHP. These include ordinary cemeteries, birthplaces, or graves of historical figures, properties owned by religious institutions or used for religious purposes, structures that have been moved or reconstructed, properties primarily commemorative in nature, or properties that have become significant within the last 50 years. These types of properties can qualify if they are an integral part of a district that does meet the criteria, or if they fall within certain specific categories relating to architecture or association with historically significant people or events.

## **b. State Regulations**

### ***California Register of Historic Resources***

Similar to the NRHP, the California Register of Historic Resources (CRHR) program, established in 1992, encourages public recognition and protection of resources of architectural, historical, archaeological, and cultural significance; identifies resources for planning purposes; determines eligibility of state historic grant funding; and provides certain protections under CEQA. State criteria are those listed in CEQA and used to determine whether a historic resource qualifies for the CRHR.

CEQA was amended in 1992 to define “historical resources” as a resource listed in, or determined eligible for listing on, the California Register. A resource included in a local register of historical resources or identified as significant in a historical resource survey that meets certain requirements, and any object, building, structure, site, area, place, record, or manuscript which a Lead Agency determines to be significant. Some resources that do not meet these criteria may still be historically significant for the purposes of CEQA.

A resource may be listed in the CRHR if it is significant at the federal, state, or local level under one of more of the four criteria listed below.

1. Is associated with events that have made a significant contribution to the broad patterns of local or regional history and cultural heritage of California or the U.S.
2. Is associated with the lives of persons important to the nation or to California's past.
3. Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values.
4. Has yielded, or may be likely to yield, information important in prehistory or history of the state or nation.

CEQA Sections 15064.5 and 21083.2(g) define the criteria for determining the significance of historical resources. Archaeological resources are considered "historical resources" for the purposes of CEQA. Most archaeological sites which qualify for the CRHR do so under criterion 4 (i.e., research potential).

Since resources that are not listed or determined eligible for the state or local registers may still be historically significant, their significance shall be determined if they are affected by a project. The significance of a historical resource under criterion 4 rests on its ability to address important research questions.

### ***California Public Resources Code***

Section 5097 of the Public Resources Code specifies the procedures to be followed in the event of the unexpected discovery of human remains on nonfederal land. The disposition of Native American burial falls within the jurisdiction of the California NAHC. Section 5097.5 of the Code states the following:

No person shall knowingly and willfully excavate upon, or remove, destroy, injure or deface any historic or prehistoric ruins, burial grounds, archaeological or vertebrate paleontological site, including fossilized footprints, inscriptions made by human agency, or any other archaeological, paleontological or historical feature, situated on public lands, except with the express permission of the public agency having jurisdiction over such lands. Violation of this section is a misdemeanor.

As used in this section, "public lands" means lands owned by, or under the jurisdiction of, the state or any city, county, district, authority or public corporation, or any agency thereof. Consequently, the City is required to comply with Public Resource Code Section 5097.5 for its activities on publicly owned land such as the project site.

Public Resources Code Section 5097.98 further defines the standards for the handling of Native American human remains. Public Resources Code Section 5097.993 sets requirements for the unlawful and malicious excavation, removal, destruction, injury, or defacing of a Native

American historic, cultural, or sacred site, that is listed or may be eligible for listing in the CRHR.

### ***California State Health and Safety Code***

Section 7052 of the California State Health and Safety Code, makes the willful mutilation, disinterment, or removal of human remains a felony. In addition, California State Health and Safety Code Section 7050.5 requires that construction activities be stopped near discovered human remains until the coroner can determine whether the remains are those of a Native American. If determined to be Native American, the coroner must contact the NAHC.

### **c. Local Regulations**

#### ***Del Mar Municipal Code***

Chapter 30.58 of the Del Mar Municipal Code (Municipal Code) designates the Historic Preservation Overlay Zone (HP-OZ). The HP-OZ is designed to protect the architectural and historic integrity of certain historically significant properties located within the City. The HP-OZ is also intended to provide for the long-term continued preservation of such designated historic landmark properties by providing architectural control, as well as permitted uses more befitting the economic viability of the historic structures occupying said properties than may otherwise exist under the permitted use provisions of the underlying zone. The HP-OZ also provides the means to designate additional properties as historically significant.

Within the HP-OZ, no building, improvement, structure, or portion thereof shall be erected, constructed, demolished, relocated, converted, altered, or enlarged, nor shall any lot or premises be excavated or graded unless approved by the Design Review Board.

Following review and recommendation by the Planning Commission and public hearings, the City Council may designate any property within the corporate limits of the City to be a designated historic landmark property, provided specific findings are made that the designated property contains artifacts of archaeological or paleontological importance, or structures of historic significance.

Historic significance is defined by the Municipal Code to mean any structure and/or use of a property that:

- Possesses a unique architectural style typifying a period of California or Del Mar history;
- Is listed on a site or federal register of historic places;
- Marks or represents a specific historic event; or
- Typifies the historic character of a specific area of the City.

As stated above, no City-designated historic structures occur on the project site, or immediately adjacent. Further, no City-designated historic structures occur on the temporary relocation site, or immediately adjacent to this site.

## d. Native American Involvement

Native American involvement in the development review process is addressed by several federal and state laws. The most notable of these are the California Native American Graves Protection and Repatriation Act (2001) and the federal Native American Graves Protection and Repatriation Act (1990). These acts ensure that Native American human remains and cultural items be treated with respect and dignity.

Senate Bill 18 (SB 18) requires local (city and county) governments to consult with California Native American tribes to aid in the protection of traditional tribal cultural places (“cultural places”) through local land use planning. The intent of SB 18 is to provide California Native American tribes an opportunity to participate in local land use decisions at an early planning stage for the purpose of protecting or mitigating impacts to cultural places. SB 18 requires local governments to consult with tribes prior to making certain planning decisions and to provide notice to tribes at certain key points in the planning process. These consultation and notice requirements apply to adoption and amendment of both general plans (defined in Government Code Section 65300 et seq.) and specific plans (defined in Government Code Section 65450 et seq.).

Assembly Bill 52 was recently approved, which requires local governments to take into account impacts to tribal cultural resources, broadening the applicability of tribal consultation defined in SB 18. For projects where an EIR is being prepared, and the Notice of Preparation will be published after July 1, 2015, compliance with Public Resources Code Section 21084.2 is required. This regulation establishes that a “project with an effect that may cause an adverse change in the significance of a tribal cultural resources is a project that may have a significance effect on the environment.” The bill requires lead agencies to consult with any California Native American tribe that requests consultation and is traditionally and culturally affiliated with the geographic area of a proposed project. If a project will result in an adverse effect to tribal cultural resources, the Lead Agency must consider measures to mitigate the impact. The proposed project is not required to comply with this regulation as the NOP was circulated prior to July 1, 2015; however, an informal coordination with the NAHC and tribes was conducted and is discussed below.

### 4.3.2 Impact Significance Thresholds

Based on Appendix G of the CEQA Guidelines, impacts related to cultural and paleontological resources would be significant if the proposed project would:

- Threshold CUL-1** Cause a substantial adverse change in the significance of a historical resource as defined in the Guidelines Section 15064.5;
- Threshold CUL-2** Cause a substantial adverse change in the significance of an archaeological resource as defined in the Guidelines Section 15064.5;
- Threshold CUL-3** Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature; or

**Threshold CUL-4** Disturb any human remains, including those interred outside of formal cemeteries.

### 4.3.3 Methodology

A review of pertinent federal, state, and City regulations, and consultation with Native American tribes was conducted for the proposed project. Record searches of the project site, relocation site, and surrounding area were conducted at the SCIC for information on previously recorded historic and prehistoric archaeological resources and listed structures. City staff and the Del Mar Historical Society were contacted in order to identify the known inventory of listed and eligible or recorded historic and prehistoric sites and paleontological sensitivity of the area. An archaeological field survey was not conducted due to the existing developed conditions; instead, analysis relied on the use of existing information.

A survey of potential historical architectural resources on the project site was conducted on June 2, 2015, to photograph and take notes on the two pre-1965 buildings on the project property. Archival searches were conducted at the Del Mar Historical Society, San Diego Historical Society, County Recorder's Office, and various online sources to obtain information on the two buildings.

The evaluation of the potential for the proposed project to cause a substantial adverse change in the significance of any historical, archaeological, or paleontological resources was based on CEQA Guidelines Section 15064.5.

### 4.3.4 Impact Analysis

#### 4.3.4.1 Issue CUL-1: Historical Resources

Threshold CUL-1 states that impacts would be significant if implementation of the proposed project would cause a substantial adverse change in the significance of a historical resource, as defined in the CEQA Guidelines Section 15064.5.

As defined in the Guidelines, "substantial adverse change means physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of the historical resource is materially impaired." The Guidelines further define a historical resource to include a resource listed on, or formally determined eligible for, the following:

1. The NRHP or the CRHR, including contributors to NRHP Historic Districts or California Register Historic Districts; or
2. That meets the CEQA criteria for historical resources.

This criteria is elaborated in Section 4.3.1.3 above but generally includes any resource that:

- Is associated with events that have made a significant contribution to the broad patterns of local or regional history and cultural heritage of California or the U.S.

- Is associated with the lives of persons important to the nation or to California's past.
- Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values.
- Has yielded, or may be likely to yield, information important in prehistory or history of the state or nation.

The two pre-1965 buildings on the project property were evaluated to determine if they qualified for listing on the CRHR under CEQA criteria.

- A. Are associated with events that have made a significant contribution to the broad patterns local or regional history and cultural heritage of California or the United States.

No information could be found to associate either Building A or B with a significant event in California's history or cultural heritage.

- B. Are associated with the lives of persons important to the nation or to California's past.

No information could be found to associate either Building A or B with a person important in either Del Mar's or California's past.

- C. Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values.

Building A does not qualify under this criterion. The building is extremely plain with a lack of distinctive architectural styling that would make it a good example of the Streamline Moderne style of architecture. The portico, the most prominent architectural feature, appears to be a later addition, probably added in the 1950s when Building B was constructed, to help tie the two buildings together. Methods of construction used for Building A were common to the period and no local materials, such as stone, were used in its construction. No information could be found to associate Building A with an important architect. Also, the building has been extensively altered from its original exterior configuration, with the original porch and shed roofs removed. The addition of the portico and deletion of original architectural elements completely alters the look and design of the building and has reduced the integrity of design, materials, feeling, and workmanship to below a level of significance.

Building B also does not qualify under this criterion. Building B is an example of the International architectural style, but it is not an exceptional or distinctive example. Also, the distinctive International style features, such as simple rectangular forms with strong right angles, extensive horizontal bands of windows, and strong horizontal rooflines, do not extend to the other sides of the building. The rear (west) wall has extensive windows but these cover so much of the wall that they do not emphasize the horizontal, but are much more a large block. The red brick only extends a short way along the north wall and is absent from the south and

west walls. The gable roof is also visible on the north and south walls, differing from the strong horizontal roofline look of the façade. These features do not qualify Building B as distinctive example of International architectural style.

- D. Has yielded, or may be likely to yield, information important in prehistory or history of the state or nation.

Neither Building A nor Building B are eligible under this criterion. There is no additional information about either building that would be accessible if they were preserved.

In addition to the analysis under CEQA Guidelines Section 15064.5, the project's historical significance was evaluated under the Municipal Code. Applying Threshold CUL-1, impacts would be significant if implementation of the proposed project would cause a substantial adverse change in the significance of a historical resource, as defined in the Municipal Code.

Historic significance is defined by the Municipal Code to mean any structure and/or use of a property that:

- Possesses a unique architectural style typifying a period of California or Del Mar history;
- Is listed on a site or federal register of historic places;
- Marks or represents a specific historic event; or
- Typifies the historic character of a specific area of the City.

The two pre-1965 buildings on the project property were evaluated to determine if they qualified for listing under the Municipal Code criteria.

- Possesses a unique architectural style typifying a period of California or Del Mar history;

Building A does not qualify under this criterion. The building is extremely plain with a lack of distinctive architectural styling that would make it a good example of the Streamline Moderne style of architecture. The portico, the most prominent architectural feature, was likely added in the 1950s when Building B was constructed, to help tie the two buildings together. Building B also does not qualify under this criterion. Building B is an example of the International architectural style, but it is not an exceptional or distinctive example. The distinctive International style features such as simple rectangular forms with strong right angles, extensive horizontal bands of windows, and strong horizontal rooflines, do not extend to the other sides of the building.

Is listed on a site or federal register of historic places;

- Neither building is listed on the CRHR or NRHP.

Marks or represents a specific historic event;

- No information could be found to associate either building with a significant historic event in Del Mar, regional, or state history.

Typifies the historic character of a specific area of the City.

Neither Building A or B qualify under this criterion. The vast majority of the buildings around the project site have been developed since 1967, significantly later than Buildings A and B. This long development period has resulted in a wide variety of architectural styles being utilized for different buildings, predominately reflecting recent commercial styles. This form of architecture has resulted in a lack of a specific identifiable character to the area around the project site. Because of this lack of identifiable character, and the fact that Buildings A and B were constructed prior to the majority of area buildings, they do not typify the historic character of the area.

The project property is not within the HP-OZ and, therefore, Buildings A and B are not covered under the overlay zone guidelines.

Therefore, the demolition and removal of the existing on-site buildings would not result in a substantial adverse change in the significance of a historical resource, as defined in the CEQA Guidelines Section 15064.5 or the Municipal Code, and impacts would be less than significant.

With respect to the temporary relocation of the existing administrative operations to portable structures on the Shores Park site, there are no designated historic structures on that site. Furthermore, no alteration of existing structures would occur as a result of the project and the relocation would be temporary. Therefore, impacts to historical resources from the relocation would be less than significant.

#### **4.3.4.2 Issue CUL-2: Archaeological Resources**

The CUL-2 threshold states that impacts to archaeological resources would be significant if implementation of the proposed project causes a substantial adverse change in the significance of a prehistoric or historic period archaeological resource as defined in the CEQA Guidelines Section 15064.5.

The project site has been graded in the past as part of the construction of the existing buildings and parking lots. The eastern one-half of the property has been cut down below original grade to create the building pad and upper parking lot, making the potential for subsurface archaeological deposits in this area low.

However, due to the location of the project site in an area of prehistoric and historic use, there is potential for subsurface archaeological deposits to exist on the western one-half of the property, where grading appears to have been less extensive. Thus, construction of the proposed project has the potential to destroy prehistoric/historic archaeological resources through grading, representing a significant impact (Impact CUL-1).

With respect to the temporary relocation of the existing administrative operations to portable structures on the Shores Park site, site preparation activities would include the grading for improved two-way driveway access at the southwestern corner of the property and installation of temporary utilities would be either aboveground or within shallow trenches where previous grading and paving activities have occurred. No additional grading or excavation would be required for placement of the portable structures. Therefore, while the proposed driveway improvements would only require minor grading, potential impacts to archaeological resources may occur during ground disturbing activities, representing a significant impact (Impact CUL-2).

#### **4.3.4.3 Issue CUL-3: Paleontological Resources**

Threshold CUL-3 states that impacts would be significant if implementation of the proposed project caused a significant paleontological resource to be destroyed or significantly altered.

The project site is primarily underlain by the Bay Point Formation and thus has a high sensitivity for paleontological resources. The proposed project may result in excavation of previously undisturbed deposits of the Bay Point Formation. This disturbance would have the potential to significantly impact subsurface paleontological resources, representing a significant impact (Impact CUL-3).

With respect to the temporary relocation of the existing administrative operations to portable structures on the Shores Park site, while grading for improved two-way driveway access would be necessary, and installation of temporary utilities may require shallow trenches, no excavation is proposed that would encounter previously undisturbed deposits of the Bay Point Formation. Therefore, impacts to paleontological resources from the relocation would be less than significant.

#### **4.3.4.4 Issue CUL-4: Human Remains**

Threshold CUL-4 states that impacts would be significant if construction of the proposed project were to disturb human remains, including those interred outside of formal cemeteries.

There are no known burial sites or cemeteries within the vicinity of the project site or temporary relocation site. Therefore, it is not expected that human remains would be disturbed as a result of the proposed project. The proposed project would have no impact to human remains. Furthermore, the proposed project would be required to comply with various regulations that protect human remains. Per Health and Safety Code Section 7050.5 and Public Resources Code Sections 5097.98 and 5097.993, construction activities would be halted in the event of a human remains discovery until the coroner is contacted, as well as any applicable Native American tribes. The California Native American Graves Protection and Repatriation Act (2001) and the federal Native American Graves Protection and Repatriation Act (1990) require any remains or associated cultural items be treated with dignity and, as necessary, be repatriated.

### 4.3.5 Cumulative Impacts

A cumulative analysis related to each applicable significance threshold was completed. Regarding Threshold CUL-1, a significant cumulative impact related to adverse changes in historical resources would not occur, because the proposed project would not result in any significant impact to historical resources and no cumulative projects have been identified that would result in significant impacts to historical resources.

Regarding Threshold CUL-2, the project would result in a potentially significant impact to potentially occurring archaeological resources during grading on both sites (Impact CUL-1 and CUL-2) that would be mitigated by mitigation measure MM-CUL-1, which requires archaeological monitoring and recovery if resources are found. Cumulative projects with the potential to uncover potentially buried resources would similarly be required to implement archaeological monitoring to avoid impacts to archaeological resources. Thus, cumulative impacts to archaeological resources would be less than significant.

Regarding Threshold CUL-3, the project would result in a potentially significant impact to paleontological resources due to grading occurring in the Bay Point formation that could uncover buried fossils. This impact (Impact CUL-3) would be mitigated through implementation of mitigation measure MM-CUL-2, which requires paleontological monitoring. Other cumulative projects located on sensitive geologic formations would similarly be required to implement paleontological monitoring during grading, which would ensure that cumulative impacts to paleontological resources would be less than significant.

Regarding Threshold CUL-4, no impacts to human remains were identified for the proposed project. Additionally, the proposed project and all cumulative projects are required to comply with the procedures set forth in the California Public Resources Code (Sec. 5097.98) and State Health and Safety Code (Sec. 7050.5), which would ensure that any human remains inadvertently discovered during grading are handled with respect and in accordance to applicable regulations. Thus, the proposed project would not contribute to cumulative impacts to human remains.

### 4.3.6 Level of Significance Prior to Mitigation

With respect to Threshold CUL-1, there are no significant historical properties on the project site. The two pre-1965 buildings on the property are not eligible for inclusion on the CRHR, nor do they meet the CEQA and City criteria for historical significance; therefore, Building A and Building B are not significant historical resources under CEQA guidelines. Their demolition and removal would be less than significant. No historic structures would be impacted by the temporary relocation to the Shores Park site.

With respect to Threshold CUL-2, grading and excavation necessary for the of the proposed project, and the grading activities associated with the proposed driveway improvements at the temporary relocation site, would have the potential to impact undiscovered subsurface archaeological resources and could result in a significant impact (Impacts CUL-1 and CUL-2).

With regard to Threshold CUL-3, the proposed grading activities at the project site would excavate into undisturbed Bay Pointe Formation and could potentially result in a significant impact to paleontological resources (Impact CUL-3). No impacts to paleontological resources are anticipated for the temporary relocation to the Shores Park site, as excavations associated with the temporary relocation site would not encroach into undisturbed Bay Pointe Formation.

With regard to Threshold CUL-4, it is highly unlikely that human remains would be disturbed as a result of the proposed project at the project site or the temporary relocation site because there are no known burial sites or cemeteries within the vicinity. Thus, the proposed project would have no impact to human remains. In the unlikely event of the discovery of human remains during the proposed project, work shall halt in that area and the procedures set forth in the California Public Resources Code (Sec. 5097.98) and State Health and Safety Code (Sec. 7050.5) shall be undertaken, as required by law.

### 4.3.7 Mitigation

**MM-CUL-1:** To mitigate Impacts CUL-1 and CUL-2, a qualified archaeological monitor and a Native American monitor shall be present during project-related ground-disturbing activities for both the proposed City Hall/Town Hall site development and the driveway improvements at the Shores Park temporary relocation site. The monitors would have the authority to stop and/or divert grading, trenching, or excavating if an archaeological resource is encountered. The qualified archaeologist, and Native American monitor if the discovery is prehistoric, shall evaluate the significance of the discovery. If it is significant, a data recovery program would be implemented in order to mitigate impacts to the resource.

**MM-CUL-2:** To mitigate Impact CUL-3, a qualified paleontological monitor shall be on-site during grading at the project site that cuts into the Bay Point Formation, a fossil-bearing formation. The monitor would have the authority to stop and/or divert grading, trenching, or excavating if a significant paleontological resource is encountered. An excavation plan would be implemented to mitigate the discovery. Excavation would include the salvage of the fossil remains (simple excavation or plaster-jacketing of larger and/or fragile specimens); recording stratigraphic and geologic data; and transport of fossil remains to laboratory for processing and curation.

### 4.3.8 Significance After Mitigation

With the implementation of the mitigation measures MM-CUL-1 and MM-CUL-2, impacts to CUL-1 and CUL-2 for subsurface archeological resources, and CUL-3 for paleontological resources, would be reduced to a level of less than significant.

## 4.4 Transportation/Traffic

The following section summarizes the Traffic Impact Analysis (TIA) report prepared by STC Traffic, Inc. (STC) in September 2015 for the proposed project, included as Appendix D-1 of this EIR. The TIA analyzes the impacts associated with the construction of the proposed project, which includes changes to access of the project site, potential traffic impacts associated with increased parking, and temporary location of the existing City administrative operations to the Shores Park site.

On December 1, 2015, additional field observations were conducted to monitor traffic patterns along 11th Street. This supplemental information was obtained to further address the concerns raised during public review and at hearings regarding the level of turning activity that occurs between Camino del Mar and City Hall as a result of both the entrance into the existing City Hall parking lot as well as the existing private parking access easement located on the north side of 11th Street directly across from City Hall. A technical memo, dated December 10, 2015, was prepared to summarize the information and observations. The information contained in the Supplemental Traffic Assessment for Del Mar City Hall is incorporated into the section and responses to comments on the EIR as applicable, and included as Appendix D-2 of this EIR.

### 4.4.1 Existing Conditions

The existing City Hall is located on the west side of Camino del Mar between 10<sup>th</sup> and 11<sup>th</sup> streets. Access to the parking lots for City Hall is provided on both 10<sup>th</sup> and 11<sup>th</sup> streets, with one full access driveway (entrance and exit) on 11<sup>th</sup> Street and two full access driveways (entrance and exit) on 10<sup>th</sup> Street. There are approximately 57 parking spaces contained within the two lots, which provide parking for the 28 full-time and part-time employees, visitors to City Hall, and employees/visitors of businesses within the nearby proximity of City Hall. City Hall parking lots are posted as public parking.

Peak hour turning movement volumes were collected at all study intersections that provide access into the existing City Hall parking lots in an effort to determine current daily use at the City Hall site. In addition, parking lot counts and turnover data was collected on a typical weekday between 7:30 a.m. and 5:00 p.m. to determine parking duration and turnover per space during City Hall operating hours. To determine how many people park in the lot and walk to locations off-site and how many people arrive at City Hall without a car (either walk or ride a bicycle), an intercept survey was conducted on the same day as the parking lot counts and driveway counts. This section discusses the findings of this existing conditions assessment.

### a. Existing City Hall Trips

Based on the peak hour and daily traffic volumes collected at the project site driveways, it was determined that a total of 384 trips per day were made to the City Hall site, with 43 occurring in the AM peak hour (7:30 a.m. to 8:30 a.m.) and 28 occurring in the PM peak hour (4:15 p.m. to 5:15 p.m.) as summarized in Table 4.4-1.

Existing Driveway Access	Daily Trips	AM Peak Hour (7:30 a.m. to 8:30 a.m.)			PM Peak Hour (4:15 p.m. to 5:15 p.m.)		
		Total	Inbound	Outbound	Total	Inbound	Outbound
11 <sup>th</sup> Street Driveway	148	18	14	4	9	0	9
10 <sup>th</sup> Street Driveway (lower lot)	109	6	5	1	8	8	0
10 <sup>th</sup> Street Driveway (upper lot)	127	19	16	3	11	3	8
<b>TOTAL</b>	<b>384</b>	<b>43</b>	<b>35</b>	<b>8</b>	<b>28</b>	<b>11</b>	<b>17</b>

SOURCE: STC 2015.

### b. Existing City Hall Parking Demand and Duration Assessment

Detailed parking turnover data was collected from 7:30 a.m. to 5:00 p.m. to provide insight into the existing parking demand in both the upper lot and the lower lot, as well as the duration of parking on-site throughout the day.

The detailed demand for parking included in the TIA (Tables 4-2 and 4-3 and Appendix C of the TIA; see [Appendix D-1](#)) indicates that the demand is well below the current available parking on-site. The data shows that parking spaces in the upper and lower lots change over very infrequently throughout the day, with the average duration in the lower lot of 3.7 hours and in the upper lot of 4.6 hours. Approximately 53 percent of the spaces are occupied by one vehicle, with no turnover throughout the day. Another 33 percent of the parking spaces change over one to two times per day. Of the 57 parking spaces on-site, two of the parking spaces were observed to change more than three times in a single day. This data also indicates that most people who arrive at City Hall by automobile are employees and the vehicles remain on-site between 8 and 10 hours. Other long-term vehicles parked on-site are employees of nearby businesses who park and walk to work.

### c. Intercept Survey

The intercept survey had the following results:

92 percent of people arriving at City Hall arrived by automobile, of which:

22 percent were City employees;

58 percent were visitors attending a meeting or dropping off materials; and

19 percent parked on-site and walked off-site.

8 percent of people arriving at City Hall walked there from their home or business.

0 percent of people arriving at City Hall rode their bicycle from their home or business.

The intercept survey shows 92 percent of the trips arriving at City Hall arrived by personal automobile and 8 percent walk on-site. Of those who drove to the site, 58 percent of the people surveyed were visitors attending meetings or dropping off material.

During the intercept survey, 19 percent of the people surveyed were observed to park in the City Hall parking lot and walk off-site for other destinations. Those who arrived for work tended to park for longer durations (6 or more hours). Those parking to travel to the beach, dining or shopping tended to stay for a shorter duration (less than 2 hours).

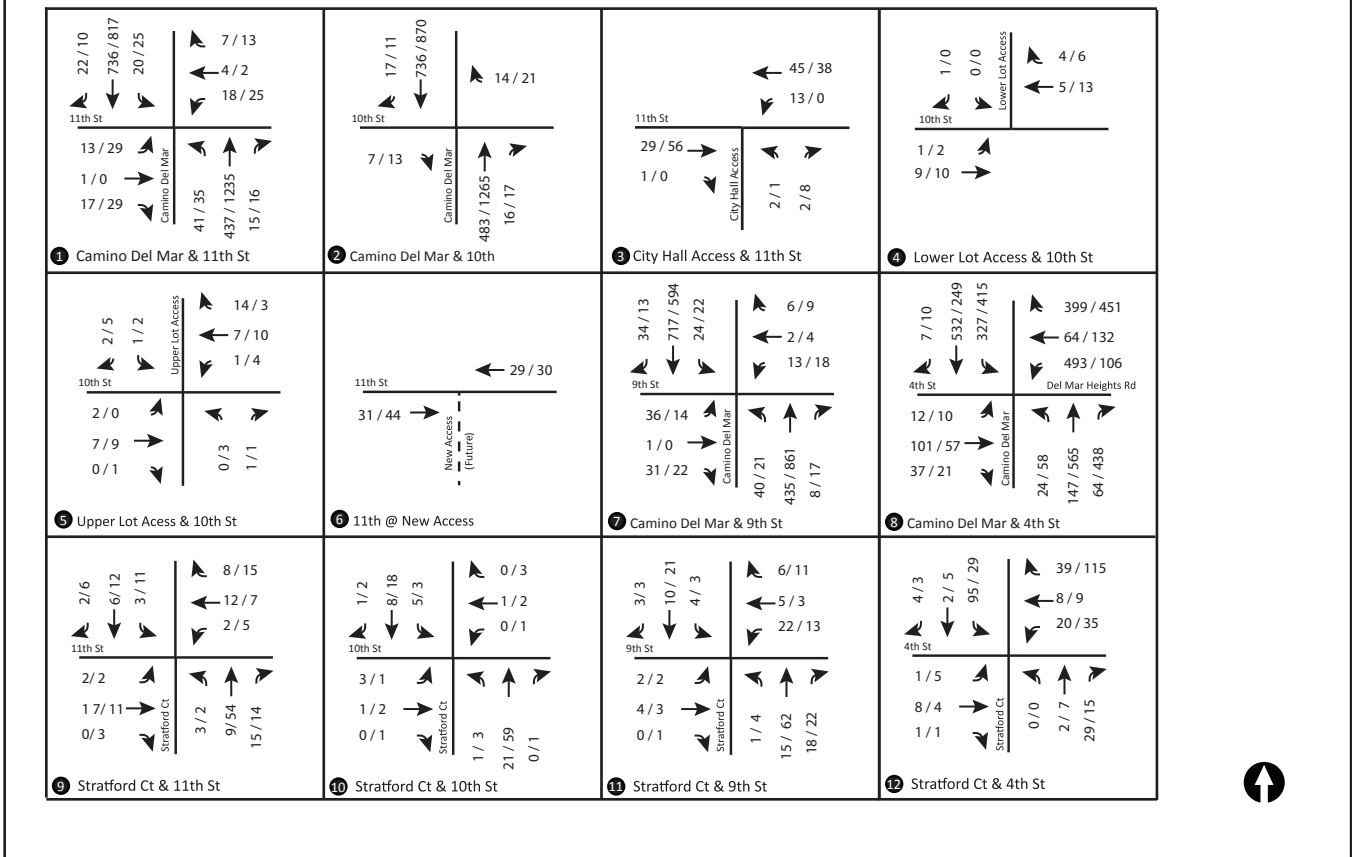
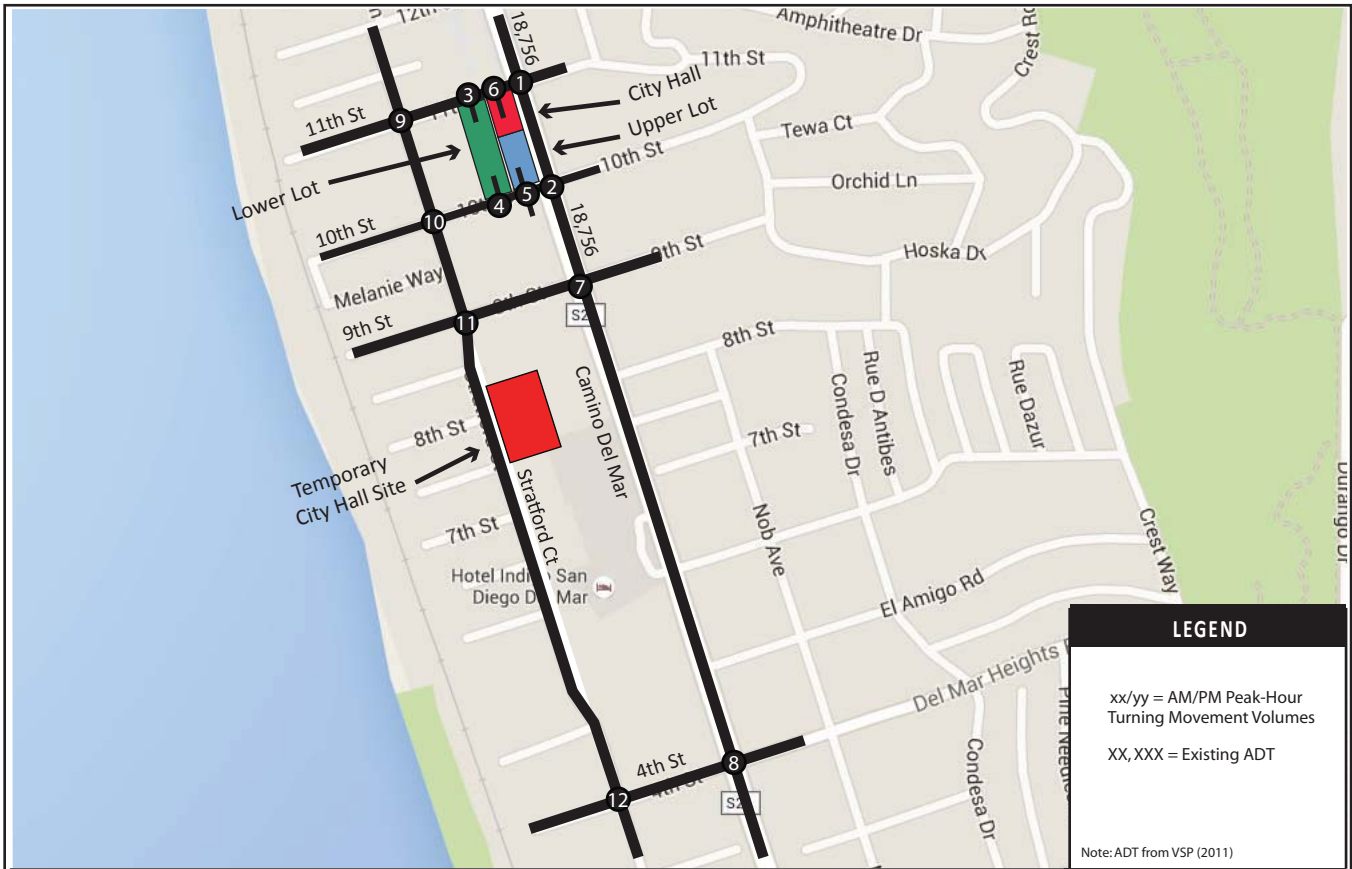
#### 4.4.1.1 Roadway System

##### a. Study Area Roadways and Intersections

As identified in the TIA, the study area for the proposed project is based on the locations where the users (trips) that already exist may change their behavior to utilize the existing on-site public parking, or during construction, the temporary relocation site at the Shores Park. The roadways within the study area are shown in Figure 4.4-1, and described further below.

**Camino del Mar** is a 4-lane Collector with a landscaped center median that generally runs in the north-south direction through the study area. The raised median restricts east-west access for all even numbered intersecting streets; however, marked cross-walks with in-pavement flashers are installed at most even street intersections along Camino del Mar north of 11<sup>th</sup> Street. The posted speed limit through the study area is 25 miles per hour (mph). Diagonal (angled) parking is provided on the east side of the street between 10<sup>th</sup> and 11<sup>th</sup> streets, but parking is not currently allowed along Camino del Mar on the west side of the street in front of City Hall. Bicycle lanes are provided both northbound and southbound through the study area. According to the San Diego Regional Pedestrian and Bicycle counter located on Camino del Mar, approximately 232 bicycles per day travel northbound and southbound on Camino del Mar in front of City Hall.

**10<sup>th</sup> Street** is a 2-lane local roadway that intersects with Camino del Mar on the south side of the City Hall site. Due to the presence of the raised, landscaped median, the intersections of Camino del Mar and 10<sup>th</sup> Street (both eastbound and westbound) are restricted to right-turn in, right-turn out only. The 10<sup>th</sup> Street approach to the intersection is stop controlled. There are currently two full access driveways that provide access to the existing City Hall parking lot along 10<sup>th</sup> Street. There is a steep grade on 10<sup>th</sup> Street (greater than 6 percent) approaching Camino del Mar from the City Hall site. There are no sidewalks on either side of 10<sup>th</sup> Street connecting the City Hall site to Camino del Mar. Although not posted, the *prima facie* speed limit on 11<sup>th</sup> Street through the study area is 25 mph.



**FIGURE 4.4-1**  
 Existing Circulation Network  
 with Peak Hour and Daily Traffic Volumes

**11<sup>th</sup> Street** is also a 2-lane local roadway that intersects with Camino del Mar at an all-way stop intersection. In the evening (between 3:00 and 6:00 p.m.), left-turn access from Camino del Mar onto 11<sup>th</sup> Street is prohibited to reduce cut through traffic on Stratford Court. Northbound vehicles on Camino del Mar are permitted to U-turn at 11<sup>th</sup> Street and take access into the west side residential neighborhood at 10<sup>th</sup> Street. A full access driveway is provided on 11<sup>th</sup> Street that connects with the parking lot on the City Hall property. On the north side of 11<sup>th</sup> Street, at the edge of the commercially zoned property, there is a full access, substandard driveway to access a parking access easement held by the commercial properties to the north of City Hall. This parking access easement is often used as an alley by drivers to access 11<sup>th</sup> and 12<sup>th</sup> streets. However, the parking access easement is located on private property and is not intended as a cut-through route. Sidewalks are provided and on-street parking is allowed on both sides of 11<sup>th</sup> Street. Although not posted, the *prima facie* speed limit on 11<sup>th</sup> Street through the study area is 25 mph.

**Stratford Court** is a local 2-lane roadway located approximately 400 feet west of Camino del Mar. Stratford Court is a non-contiguous roadway with residential access from 4<sup>th</sup> to 15<sup>th</sup> streets. Over the years, traffic calming devices such as speed humps, turn restrictions, and medians have been installed to reduce through traffic along Stratford Court, which can occur during the evening when traffic congestion increases on Camino del Mar

There are 11 intersections located in the study area. Table 4.4-2 below identifies these intersections along with the traffic control method at each of these intersections.

#	Intersection	Traffic Control
1	Camino del Mar and 11 <sup>th</sup> Street	All-Way Stop Control
2	Camino del Mar and 10 <sup>th</sup> Street	Two-Way Stop Control (E/W)
3	11 <sup>th</sup> Street and Existing South Lot Driveway	Two-Way Stop Control (N/S) <sup>1</sup>
4	10 <sup>th</sup> Street and Existing North Lot Driveway	Two-Way Stop Control (N/S) <sup>1</sup>
5	10 <sup>th</sup> Street and Existing South Lot Driveway	One-Way Stop Control (SB) <sup>1</sup>
6	11 <sup>th</sup> Street and new Parking Structure Driveway	Two-Way Stop Control (N/S)
7	Camino del Mar and 9 <sup>th</sup> Street	Signalized Intersection
8	Camino del Mar and 4 <sup>th</sup> Street/Del Mar Heights Road	Signalized Intersection
9	Stratford Court and 11 <sup>th</sup> Street	All-Way Stop Control
10	Stratford Court and 10 <sup>th</sup> Street	Two-Way Stop Control (E/W)
11	Stratford Court and 9 <sup>th</sup> Street	All-Way Stop Control
SOURCE: STC 2015.		
E/W = east/west; N/S = north/south; SB = southbound		
<sup>1</sup> Private driveways on-site and adjacent require yielding to through traffic, thereby simulating stop control.		

## **b. Roadway Volumes and Existing Intersection Operations**

To determine the existing roadway volumes and associated operation levels, traffic counts were taken on June 10, 2015, for both the AM peak period (7:00 a.m. to 9:00 a.m.) and PM peak period (4:00 p.m. to 6:00 p.m.) to account for Del Mar Fair season traffic volumes. The roadway

volumes on Camino del Mar in the study area are 18,756 average daily traffic (ADT). Additional traffic counts were collected on Wednesday, August 5, 2015, along Stratford Court for the AM and PM peak periods during the Horse Race season as well. These volumes are shown in Figure 4.4-1.

A level of service (LOS) analysis was completed utilizing the roadway volumes and existing roadway system conditions. This methodology assigns a LOS to each intersection based on the delay experienced by motorists at the intersection. LOS designations range from A to F, with LOS A representing the best operating conditions (i.e., free-flowing traffic) and LOS F representing the worst operating conditions (i.e., long traffic delays). In accordance with the 2002 San Diego Traffic Engineers' Council and the Institute of Transportation Engineers (SANTEC/ITE) Guidelines, the City considers LOS A, B, or C to be acceptable, and LOS D, E, and F as unacceptable. Refer to Section 4.4.3, Methodology, for additional methodology details.

As shown in Table 4.4-3, all intersections in the study area operate at an acceptable LOS C or better, with the exception of Camino del Mar at 11<sup>th</sup> Street that operates at unacceptable LOS E in the PM peak hour, and Camino del Mar and 4<sup>th</sup> Street/Del Mar Heights Road that operated at unacceptable D in the AM peak hour and LOS F in the PM peak hour.

Intersection	AM Peak Hour		PM Peak Hour	
	Delay (sec)	LOS	Delay (sec) <sup>1</sup>	LOS <sup>2</sup>
Camino del Mar and 11 <sup>th</sup> Street	15.6	C	45.9	E
Camino del Mar and 10 <sup>th</sup> Street	11.0	B	14.6	B
11 <sup>th</sup> Street and Existing Lower Lot Driveway	8.8	A	8.7	A
10 <sup>th</sup> Street and Existing Lower Lot Driveway	8.4	A	7.3	A
10 <sup>th</sup> Street and Existing Upper Lot Driveway	8.5	A	8.6	A
11 <sup>th</sup> Street and NEW Parking Structure Driveway	DNE			
Camino del Mar and 9 <sup>th</sup> Street	17.0	B	17.7	B
Camino del Mar and 4 <sup>th</sup> Street/Del Mar Heights Road	41.4	D	102.5	F
Stratford Court and 11 <sup>th</sup> Street	6.9	A	7.2	A
Stratford Court and 10 <sup>th</sup> Street	9.3	A	9.2	A
Stratford Court and 9 <sup>th</sup> Street	7.1	A	7.3	A
Stratford Court and 4 <sup>th</sup> Street/Del Mar Heights Road	7.5	A	7.4	A

SOURCE: STC 2015.  
DNE = Does not exist (this intersection does not exist under existing conditions, but will be created as part of the proposed project).  
<sup>1</sup>At signalized intersections, delay refers to the average control delay for the entire intersection (in seconds)  
<sup>2</sup>LOS = Level of service (LOS) calculations are based on the 2010 Highway Capacity Manual and performed using Synchro 8)

As mentioned above, additional field observations were conducted on December 1, 2015, to monitor traffic patterns along 11th Street between Camino del Mar and Stratford Court. Key traffic patterns observed during that time included:

- Turning movements into and out of the parking access easement parallel to Camino del Mar
- Driver behavior on 11th Street
- Travel patterns for vehicles on 11th Street

A comparison of the total volume on 11th Street was conducted to determine if the conditions in December were significantly different from those collected in June 2015. The traffic count worksheets are included in the Supplemental Traffic Assessment (see Appendix D-2). Overall, the through volumes on 11th Street and volumes into and out of City Hall were consistent with traffic patterns observed in June 2015. A variation of 4 to 20 vehicles over a one-hour period (1 to 5 vehicles per 15-minute period) was observed. This variation is common with volumes as low as those reported on 11th Street (refer to Figure 4.4-1). A summary of the variations is as follows:

<b>Comparison of June 2015 and December 2015 Traffic Volumes on 11<sup>th</sup> Street Between Camino del Mar and Stratford Court</b>						
Study Scenario	AM Peak			PM Peak		
	Eastbound	Westbound	Total	Eastbound	Westbound	Total
<u>June 2015</u> <u>See Appendix D-1</u>	<u>29</u>	<u>45</u>	<u>74</u>	<u>56</u>	<u>38</u>	<u>94</u>
<u>December 2015</u> <u>See Appendix D-2</u>	<u>41</u>	<u>57</u>	<u>98</u>	<u>37</u>	<u>34</u>	<u>71</u>
<u>SOURCE: Supplemental Traffic Assessment, December 2015.</u>						

Variations in eastbound volumes in the PM Peak could be attributed to daylight savings time or other factors, but fall within a reasonable range.

#### **4.4.1.2 Bicycle Facilities**

Bikeways are classified into three types:

- Class I Bike Path – A bike path provides for bicycle travel on a paved right-of-way completely separated from any street or highway.
- Class II Bike Lane – These facilities are often referred to as bike lanes. Bike lanes provide a striped and stenciled lane for one-way travel on a street or highway. When properly designed, bike lanes help improve the visibility of bicyclists.
- Class III Bike Route – Generally referred to as a bike route, it provides for shared use with pedestrian or motor vehicle traffic and is identified only by signage. This is recommended when there is enough right-of-way for bicyclists and motorists to safely pass.

The San Diego Association of Governments (SANDAG) San Diego Regional Bike Plan “proposes a vision for a diverse regional bicycle system of interconnected bicycle corridors, improve

bicycling safety, calls for more transportation options and a balanced regional transportation system to support smart growth and a more sustainable region.” Camino del Mar contains Class II Bike Lanes in both the northbound and southbound directions in front of the project site. See Figure 4.4-2 for an illustration of the bicycle facilities within the project vicinity.

On the existing City Hall site, a bicycle comfort station is provided with compressed air pumps, tools, and a place to rest, adjacent to 11<sup>th</sup> Street. Bicycle racks are provided for use by City staff and the public (see Figure 4.4-3, Photograph 1, *added*)

### 4.4.1.3 Pedestrian Facilities

As directed in the Del Mar Community Plan, vehicular, transit, bicycle, and pedestrian facilities should be fully integrated. Existing pedestrian facilities were inventoried as part of the existing conditions analysis to determine the type of facilities on and adjacent to the project site.

A decomposed granite trail is provided along Camino del Mar in front of City Hall. Marked crosswalks are provided on all sides of the four-way stop at Camino del Mar and 11<sup>th</sup> Street; the nearest signalized intersection is at Camino del Mar and 9<sup>th</sup> Street to the south of the project site.

As shown on Figure 4.4-2, sidewalks are present on the south side of 11<sup>th</sup> Street, providing access to both the upper and lower pads of the project site. There are currently no sidewalks on either side of 10<sup>th</sup> Street along the southern edge of the project site. The existing grade of both 10<sup>th</sup> and 11<sup>th</sup> streets from the upper pad to the lower pad exceed 6 percent slope which is not Americans with Disabilities Act (ADA) compliant. There are ADA compliant parking spaces in the upper lot of City Hall, making the administrative buildings accessible from this lot only. ADA-compliant parking spaces are located in the lower lot as well for accessibility to the annex and hearing room/television studio.

### 4.4.1.4 Public Transit

The primary bus service for the Del Mar study area is Route 101 of the North County Transit District, which provides bus service from the Oceanside Transit Center to University Town Center via Highway 101. Service is provided Monday through Friday and on weekends and holidays. According to the NTCDD website, the average headway is approximately 30 minutes from 5:00 a.m. to 7:00 p.m. with longer headways occurring from 7:00 p.m. to 10:00 p.m. Service along this route is not provided between 10:00 p.m. and 5:00 a.m.

As shown on Figure 4.4-2, existing bus stops are located within walking distance of the project site, with a northbound stop located approximately 200 feet south of 10<sup>th</sup> Street on the east side of Camino del Mar, and the southbound stop located approximately 252 feet south of 10<sup>th</sup> Street on the west side of Camino del Mar. Both bus stops are equipped with a sign, bench, and trash can.



**LEGEND**

- = Bike Lanes
- = Sidewalk
- = Town & Country Park with Discontinuous Sidewalk
- = Bus Stop
- = All-way Stop
- = Two-way Stop
- = Signal
- = Midblock Crosswalk with In-pavement Flashers



FIGURE 4.4-2

Pedestrian, Bicycle and Transit Access within Project Vicinity



FIGURE 4.4-3  
Existing On-site Bike Facilities

## 4.4.2 Impact Significance Thresholds

Based on Appendix G of the CEQA Guidelines, impacts related to transportation/traffic would be significant if the proposed project would:

- Threshold TRAF-1** Conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit;
- Threshold TRAF-2** Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways;
- Threshold TRAF-3** Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks;
- Threshold TRAF-4** Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment);
- Threshold TRAF-5** Result in inadequate emergency access; or
- Threshold TRAF-6** Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.

Because the proposed project is not located within an Airport Land Use Compatibility Plan or within two miles of a public or private airport, Threshold TRAF-3 is not applicable and is not discussed further within this EIR. Further, there is no impact related to Threshold TRAF-3, thus the proposed project would not result in any cumulative impact.

## 4.4.3 Methodology

### 4.4.3.1 Intersection Operations Analysis

As mentioned above, the LOS analysis method was utilized to assess roadway operations. This LOS analysis is based on the 2010 Highway Capacity Manual. The thresholds utilized to determine if intersection operations are acceptable and impacts are significant are based on the 2002 SANTEC/ITE Guidelines. Operations of the intersections were analyzed using the Synchro 8 software.

The intersection volumes were determined based on the SANDAG Series 12 regional traffic model. The model includes the existing City Hall operations and future growth in the City, as well as the surrounding communities. The impacts of the proposed project on the transportation system are assessed for both the AM and PM peak traffic hours, under the Existing Conditions and Horizon Year Conditions (Year 2035). Detailed analysis and model worksheets are provided in the TIA (see Appendix D-1). Supplemental traffic assessment data prepared in December 2015 is included as Appendix D-2.

Roadway facility operations can be calculated by the roadway segment operations and the intersection operations along the segments. While a roadway may have enough lanes to carry traffic through an area, roadways operations can become constrained where motorists turn at intersections and queue in the travel lanes. Thus, the intersection operational analysis presents a more realistic assessment of the existing roadway performance. Thus, this analysis is focused on intersections operations.

#### **4.4.4 Impact Analysis**

##### **4.4.4.1 Issues TRAF-1 and TRAF-2: Conflict with Transportation Plans that Establish Measures of Effectiveness for Circulation System and Compliance with Congestion Management Plan**

Threshold TRAF-1 states that impacts would be significant if the proposed project would conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit.

Similarly, Threshold TRAF-2 states that impacts would be significant if the proposed project would conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the County congestion management agency for designated roads or highways.

##### **a. Proposed Project Access and Parking Description**

Access for the project site would be somewhat similar to the existing condition in that it would occur from both 10<sup>th</sup> and 11<sup>th</sup> streets. The proposed project conceptual design includes two points of access, both ingress and egress (entrance and exit), on 11<sup>th</sup> Street, and a single ingress (entrance only) driveway on 10<sup>th</sup> Street. The access was developed during the design process based on the site constraints with respect to the on-site parking, site and surrounding topography, the controlled intersection at 11<sup>th</sup> Street and Camino del Mar, and internal circulation for the proposed parking garage.

Through the refinement of the design and in response to comments received on the Draft EIR and in public hearings, an option is included to install a driveway connecting the surface lot with the parking garage, approximately lined up with the alley between 10<sup>th</sup> and 11<sup>th</sup> streets immediately to the west. The internal access would allow also for the consideration of a gated

access at the north end of the surface parking lot to limit direct access off 11<sup>th</sup> Street to oversize and emergency vehicles or for special events.

The parking on-site would support up to 160 single occupancy vehicles in standard parking spaces, of which there would be ADA accessible spaces and electric vehicle charging stations included. The proposed parking facilities would be located in a surface parking lot along the western property boundary accessed from 11<sup>th</sup> Street; and within the two-story parking garage proposed to be constructed immediately beneath the City Hall building and a portion of the outdoor plaza. Additionally, improvements along Camino del Mar are proposed to provide on-street parking between the pedestrian improvements and the bike and vehicle lanes. The proposed project would include frontage improvements along 10<sup>th</sup> and 11<sup>th</sup> streets that would extend the pedestrian infrastructure and result in the removal of some of the existing on-street parking along the project site's 11<sup>th</sup> Street frontage, with the exception of a small on-street parking area near the intersection of 11<sup>th</sup> Street and Camino del Mar. This refinement in design would result in the removal of parking that currently results in vehicle conflicts along the project frontage when cars make U-turns mid-block to locate available on-street parking.

Bike access along Camino del Mar would be maintained during construction, and following construction, located in the current right-of-way for the roadway as presently striped. On-site bike storage and comfort station, which includes air inflation facilities, similar to what is existing on-site as shown in Figure 4.4-3, would be provided as part of the project, and would be accessible to both employees and the public. Pedestrian access within the project site would be ADA compliant, with transitional ramps and/or elevators as necessary.

### **ba. Trip Generation and Distribution**

The proposed project would not result in an increase of employees or attract additional people to City Hall uses. However, it is anticipated that it could generate additional trips to the area by providing additional parking. Therefore, trip generation would be a function of the new available parking on-site, and would vary depending on the activity, demand from surrounding businesses, beach activity, and other factors.

Based on Section 30.80 of the Del Mar Municipal Code (Municipal Code), ~~51-81~~ parking spaces would be required ~~to meet the~~ for the refined City Hall and Town Hall project design parking requirements. A total of 160 parking spaces would be provided on-site. Thus, up to 10979 new parking spaces would be available to the general public for special events in the plaza or in Town Hall, as well as the surrounding businesses, beach goers, and visitors to City Hall. The traffic analysis used 85 percent occupancy of the available proposed parking.

Using the maximum capacity of 85 percent, the proposed project would attract a total of 558 new trips per day. Peak hour inbound and outbound trip patterns were based on the current inbound and outbound trip patterns measured at the existing City Hall driveways, which is summarized in Table 4.4-1. Table 4.4-4 summarizes the inbound and outbound trips associated with the 109 new parking spaces at the City Hall parking lot over the existing condition.

Table 4.4-4 Forecast Trips Associated with the 109 New Parking Spaces							
	Daily Trips	AM Peak Hour (7:30 a.m. to 8:30 a.m.)			PM Peak Hour (4:15 p.m. to 5:15 p.m.)		
		Total	Inbound	Outbound	Total	Inbound	Outbound
Trip Rates							
Parking Space	6 trips/ space <sup>1</sup>	1 trip/ space	81%	19%	1 trip/ space	41%	59%
Forecast Trips							
93 parking spaces <sup>2</sup>	558 trips/ day	93	75	18	93	38	55
SOURCE: STC 2015.							
<sup>1</sup> 6 trips per space is based on an average parking duration of 4 hours per space measured over a 12-hour period.							
<sup>2</sup> 93 parking spaces represents 85% occupancy of the total 109 spaces available							

Most of these trips would either already exist on the roadway network or would be diverted trips to the new parking facility as a result of the increase in parking capacity.

As the proposed project would change the location of site access points and would also provide additional parking, it would alter the distribution of trips on the roadway network. Almost all (97 percent) of the traffic generated by the proposed project would be on Camino del Mar, with 35 percent traveling northbound and 57 percent traveling southbound.

If the option of the internal driveway connection between the surface lot and the parking garage, along with the gating of the surface lot is pursued, this would result in a shift in AM and PM peak hour trip (26/9 and 6/23) for inbound/outbound volumes for the surface parking lot on 11<sup>th</sup> Street. Those trips would be reassigned to the AM and PM peak hour trips (58/14 and 8/24) assigned to the parking garage access immediately to the east of the surface parking lot. The new AM and PM peak hour inbound/outbound trips for the parking garage access on 11<sup>th</sup> Street with the gating of the surface parking lot would be 84/23 and 14/65, respectively.

This restricted access into the surface parking lot would not result in a change in trip distribution or forecast volumes on 11<sup>th</sup> Street, as those trips were already assigned to enter and exit on 11<sup>th</sup> Street under the original analysis. This change would, however, shift the volumes further east toward Camino del Mar.

The temporary relocation to the Shores Park property (south of 9<sup>th</sup> Street on Stratford Court) to the west side of Camino del Mar) would result in a temporary change in traffic distribution. Access to the Shores Park property would be taken from Stratford Court south of 9<sup>th</sup> Street at the existing driveway at the southwestern corner of the property.

### **cb. Existing Plus Project Impacts**

The Existing Plus Project analysis was completed to determine if the additional traffic generated by the parking spaces provided or the redistribution of traffic resulting from the proposed project would result in a significant impact to the roadway system operations. LOS for the study intersections were determined for the AM and PM peak hours. Table 4.4-5 presents the Existing Plus Project conditions peak hour operational analysis.

As shown in the table, most of the intersections would continue to operate at acceptable LOS in the Existing Plus Project condition. The intersections of Camino del Mar and 11<sup>th</sup> Street and Camino del Mar and 4<sup>th</sup> Street/Del Mar Heights Road are forecast to continue to operate at deficient LOS with the proposed project; however, the change in delay falls below the threshold of significance of 2.0 seconds as defined by SANTEC/ITE Guidelines. Therefore, the impact is considered less than significant according to CEQA.

Intersection	Peak Hour	Existing Conditions		Existing Plus Project		Change in Delay	Sig Impact?
		Delay	LOS	Delay <sup>1</sup>	LOS <sup>2</sup>		
Camino del Mar and 11 <sup>th</sup> Street	AM	15.6	C	16.9	C	1.3	No
	PM	45.9	E	46.6	E	0.7	No
Camino del Mar and 10 <sup>th</sup> Street	AM	11.0	B	11.2	B	0.2	No
	PM	14.6	B	14.8	B	0.2	No
11 <sup>th</sup> Street and Existing Lower Lot Driveway	AM	8.8	A	8.6	A	-0.2 <sup>3</sup>	No
	PM	8.7	A	8.8	A	0.1	No
10 <sup>th</sup> Street and Existing Lower Lot Driveway	AM	8.4	A	DNE	DNE	NA	NA
	PM	7.3	A	DNE	DNE	NA	NA
10 <sup>th</sup> Street and Existing Upper Lot Driveway	AM	8.5	A	8.4	A	-0.1 <sup>3</sup>	No
	PM	8.6	A	8.7	A	0.1	No
11 <sup>th</sup> Street and New Structure Driveway	AM	DNE	DNE	8.7	A	8.7	No
	PM	DNE	DNE	8.7	A	8.7	No
Camino del Mar and 9 <sup>th</sup> Street	AM	17.0	B	17.0	B	0.0	No
	PM	17.7	B	17.7	B	0.0	No
Camino del Mar and 4 <sup>th</sup> Street/Del Mar Heights Road	AM	41.4	D	41.4	D	0.0	No
	PM	102.5	F	102.5	F	0.0	No
Stratford Court and 11 <sup>th</sup> Street	AM	6.9	A	7.0	A	0.1	No
	PM	7.2	A	7.2	A	0.0	No
Stratford Court and 10 <sup>th</sup> Street	AM	9.3	A	9.3	A	0.0	No
	PM	9.2	A	9.2	A	0.0	No
Stratford Court and 9 <sup>th</sup> Street	AM	7.1	A	7.1	A	0.0	No
	PM	7.3	A	7.3	A	0.0	No
Stratford Court and 4 <sup>th</sup> Street/Del Mar Heights Road	AM	7.5	A	7.6	A	0.1	No
	PM	7.4	A	7.4	A	0.0	No

SOURCE: STC 2015.  
DNE = does not exist; NA = not applicable  
<sup>1</sup>At signalized intersections, delay refers to the average control delay for the entire intersection.  
<sup>2</sup>LOS calculations are based on the methodology outlined in the 2000 Highway Capacity Manual and performed using Synchro 8.  
<sup>3</sup>Change in delay is negative due to the change in access into City Hall from 10<sup>th</sup> and 11<sup>th</sup> streets.

While mitigation is not required, in order to minimize the effect on the community during special events, special traffic control measures shall be taken to direct traffic away from the residential neighborhood surrounding City Hall including Stratford Court, 10<sup>th</sup> Street west of City Hall, and 11<sup>th</sup> Street west of City Hall, when high traffic events are anticipated to take place at City Hall or at the Town Hall. Special events are defined as events that may result in a high concentration of ingress/egress trips that would occur over a short period of time such as

at the conclusion of a community performance or meeting where use of the Town Hall and/or outdoor spaces are anticipated to be near capacity. Special traffic control measures that could be implemented to control traffic patterns during these events include the restriction of access west of City Hall on 10<sup>th</sup> and 11<sup>th</sup> streets, control of the all-way stop controlled intersection at Camino del Mar and 11<sup>th</sup> Street to reduce delay and congestion on Camino del Mar, and access control within the parking garage to minimize delay and congestion entering and exiting the parking garage. The time and duration of special traffic control measures should be determined for each special event. This would be assured through the special event permit required under the Municipal Code.

#### **de. Horizon Year Impacts**

LOS for the study intersections were determined for the AM and PM peak hours for the Horizon Year 2035 Plus Project conditions, providing a cumulative analysis of the proposed project traffic impacts. Table 4.4-6 presents the peak hour operational analysis.

Intersection	Peak Hour	Horizon Year 2035		Horizon Plus Project		Change in Delay	Sig Impact?
		Delay	LOS	Delay <sup>1</sup>	LOS <sup>2</sup>		
Camino del Mar and 11 <sup>th</sup> Street	AM	31.2	D	31.3	D	0.1	No
	PM	53.8	F	54.3	F	0.5	No
Camino del Mar and 10 <sup>th</sup> Street	AM	12.5	B	12.5	B	0.0	No
	PM	15.6	C	15.8	C	0.2	No
11 <sup>th</sup> Street and Existing Lower Lot Driveway	AM	9.1	A	9.3	A	0.2	No
	PM	8.8	A	9.1	A	0.3	No
10 <sup>th</sup> Street and Existing Lower Lot Driveway	AM	8.4	A	DNE	DNE	NA	NA
	PM	8.4	A	DNE	DNE	NA	NA
10 <sup>th</sup> Street and Existing Upper Lot Driveway	AM	8.5	A	8.6	A	0.1	No
	PM	8.8	A	8.9	A	0.1	No
11 <sup>th</sup> Street and New Structure Driveway	AM	DNE	DNE	8.9	A	8.9	No
	PM	DNE	DNE	8.9	A	8.9	No
Camino del Mar and 9 <sup>th</sup> Street	AM	17.2	B	17.2	B	0.0	No
	PM	18.9	B	18.9	B	0.0	No
Camino del Mar and 4 <sup>th</sup> Street/Del Mar Heights Road	AM	65.9	E	65.9	E	0.0	No
	PM	113.8	F	113.8	F	0.0	No
Stratford Court and 11 <sup>th</sup> Street	AM	6.9	A	7.0	A	0.1	No
	PM	7.2	A	7.2	A	0.0	No
Stratford Court and 10 <sup>th</sup> Street	AM	9.3	A	9.3	A	0.0	No
	PM	9.2	A	9.2	A	0.0	No
Stratford Court and 9 <sup>th</sup> Street	AM	7.1	A	7.1	A	0.0	No
	PM	7.3	A	7.3	A	0.0	No
Stratford Court and 4 <sup>th</sup> Street/Del Mar Heights Road	AM	7.5	A	7.5	A	0.0	No
	PM	7.4	A	7.4	A	0.0	No

SOURCE: STC 2015.  
DNE = does not exist  
<sup>1</sup>At signalized intersections, delay refers to the average control delay for the entire intersection.  
<sup>2</sup>LOS calculations are based on the methodology outlined in the 2000 Highway Capacity Manual and performed using Synchro 8.

As shown in the table, most intersections are forecast to operate at acceptable LOS in the Year 2035 without and with the proposed project conditions. The intersections of Camino del Mar and 11<sup>th</sup> Street and Camino del Mar and 4<sup>th</sup> Street/Del Mar Heights Road are forecast to operate at deficient LOS by Year 2035 without and with the proposed project. However, the net change in delay falls below the threshold of significance of 2.0 seconds as defined by SANTEC/ITE Guidelines. Therefore, the project impacts are forecast to be less than significant according to CEQA.

Similar to above for Existing Plus Project, while mitigation is not required, to minimize the effect on the community during special events, measures would be taken to direct traffic away from the residential neighborhood surrounding City Hall including Stratford Court, 10<sup>th</sup> Street west of City Hall, and 11<sup>th</sup> Street west of City Hall. Special traffic control to restrict access west of City Hall on 10<sup>th</sup> and 11<sup>th</sup> streets, control at the all-way stop intersection at Camino del Mar and 11<sup>th</sup> Street to reduce delay and congestion on Camino del Mar, and access control within the parking garage to minimize delay and congestion entering and exiting the parking garage. The type of traffic control and duration will be determined for each event. This would be assured through the special event permit required under the Municipal Code.

If restricted (gated) access is pursued for the surface parking lot, as stated above, this would not change the trip distribution or forecast volumes on 11<sup>th</sup> Street. Therefore, no new significant impact would occur with the approval of this design option.

#### **ed. Ingress/Egress**

A concern of Del Mar residents, especially those who reside west of the project site, is the potential for diversion of traffic away from Camino del Mar during congested travel times. This issue was considered and the proposed project reflects design efforts to reduce this driver tendency. With respect to 10<sup>th</sup> Street, access to the City Hall parking structure, west of Camino del Mar is inbound only, requiring all exiting parking garage traffic to use the driveway on 11<sup>th</sup> Street. Through traffic will be maintained both eastbound and westbound on 10<sup>th</sup> Street. On 11<sup>th</sup> Street, the egress (exiting) traffic from the parking garage would be directed eastbound onto 11<sup>th</sup> Street by posting “Right-turn Only” signs at the driveway exit. While a determined driver could turn left from the driveway, most drivers would comply with the posted signage and proceed to the four-way stop at Camino del Mar. The egress from the surface parking would be located on 11<sup>th</sup> Street and does not have any turning restrictions; but it is assumed most people would be exiting the parking lot, heading east to Camino del Mar, for eventual northbound or southbound progression on Camino del Mar.

The “Right-turn Only” restriction mentioned above is not a CEQA mitigation measure as no significant impact would occur along 11<sup>th</sup> Street from the original conceptual site plan analyzed within the Draft EIR. This restriction was proposed by the City to help address concerns of neighboring residential properties. With the option to restrict access into the surface parking lot to oversized and emergency vehicles, the option of omitting the “Right-turn Only” restriction was considered.

Under the existing condition the majority of the traffic heading to and from City Hall access the site from Camino del Mar (92 percent); the remaining 8 percent of the trips to and from

City Hall arrive from either 11<sup>th</sup> Street or 10<sup>th</sup> Street heading east from Stratford Court. The proposed project was anticipated to have a very similar traffic pattern, as the use and staffing on-site would not change. With the “Right-turn Only” restriction of the outbound traffic from the proposed parking garage access on 11<sup>th</sup> Street, the distribution of traffic in the TIA assigns all trips (8 percent) traveling to the project site from the west along 11<sup>th</sup> Street would be parked in the surface parking lot to allow for egress (exiting) to the west with a left-turn.

With removal of the “Right-turn Only” restriction, the 8 percent of trips previously assigned to turn westbound onto 11<sup>th</sup> Street and proceed to Stratford Court from the surface parking lot would remain. The driveway to the parking garage on 11<sup>th</sup> Street is forecast to operate at an acceptable LOS A; therefore, any redistribution would not substantially change the LOS and no new significant impact would occur with this design option.

### **fe. Temporary Relocation Traffic**

During the demolition and construction of the proposed project, which is anticipated to take approximately 18 to 24 months, the existing City Hall operations would be relocated to a temporary facility on the Shores Park parking area. This property, located on the west side of Camino del Mar, south of 9<sup>th</sup> Street, would take access from Stratford Court between 4<sup>th</sup> Street/Del Mar Heights Road and 9<sup>th</sup> Street. Parking for the temporary City Hall operations would be provided on-site adjacent to the trailers that would be placed on the Shores Park property (parking area). To determine the traffic changes associated with the temporary relocation, traffic patterns to and from the project site were re-routed to show access to the Shores Park site. An operational analysis of the proposed project area intersections was conducted to determine if the temporary redistribution of City Hall trips would result in any temporary impacts.

As shown in Table 4.4-7, the intersections of Camino del Mar and 11<sup>th</sup> Street and Camino del Mar and 4<sup>th</sup> Street/Del Mar Heights Road would operate at deficient LOS in the PM peak period with the temporary traffic redistributed on the roadway network. However, the results of the analysis demonstrate the change in delay falls below the levels of significance of 2.0 seconds as defined by SANTEC/ITE Guidelines. Therefore, the temporary change in traffic patterns is not forecast to result in a significant impact within the study area based upon CEQA analysis criteria.

**Table 4.4-7  
Existing Plus Temporary Relocation Site (Shores Park)  
Intersection Conditions**

Intersection	Peak Hour	Existing Conditions		Existing Plus Temporary Relocation Site		Change in Delay	Sig Impact?
		Delay	LOS	Delay <sup>1</sup>	LOS <sup>2</sup>		
Camino del Mar and 11 <sup>th</sup> Street	AM	15.6	C	15.8	C	0.2	No
	PM	45.9	E	45.8	E	-0.1 <sup>3</sup>	No
Camino del Mar and 10 <sup>th</sup> Street	AM	11.0	B	11.1	B	0.1	No
	PM	14.6	B	14.6	B	0.0	No
Camino del Mar and 9 <sup>th</sup> Street	AM	17.0	B	17.5	B	0.5	No
	PM	17.7	B	17.7	B	0.0	No
Camino del Mar and 4 <sup>th</sup> Street/Del Mar Heights Road	AM	41.4	D	44.6	D	3.2	No
	PM	102.5	F	104.0	F	1.5	No
Stratford Court and 11 <sup>th</sup> Street	AM	6.9	A	7.0	A	0.1	No
	PM	7.2	A	7.2	A	0.0	No
Stratford Court and 10 <sup>th</sup> Street	AM	9.3	A	9.3	A	0.0	No
	PM	9.2	A	9.2	A	0.0	No
Stratford Court and 9 <sup>th</sup> Street	AM	7.1	A	7.3	A	0.2	No
	PM	7.3	A	7.3	A	0.0	No
Stratford Court and 4 <sup>th</sup> Street/Del Mar Heights Road	AM	7.5	A	7.5	A	0.0	No
	PM	7.4	A	7.5	A	0.1	No

SOURCE: STC 2015.

<sup>1</sup>At signalized intersections, delay refers to the average control delay for the entire intersection.

<sup>2</sup>LOS calculations are based on the methodology outlined in the 2010 Highway Capacity Manual and performed using Synchro 8.

<sup>3</sup>A reduction in delay occurs at these intersections as a result of the change in distribution of trips through the intersection. The temporary City Hall site does not result in an increase in project related trips, but rather a redistribution of City Hall trips.

The Winston School is located on the southwest corner of 9<sup>th</sup> Street at Stratford Court, on a leasehold on the Shores Park property. Most students who attend this school arrive by bus or are driven to the school by the parents or caretakers. Approximately 18 buses per day arrive at the school for drop off and pick up, which occurs between 7:30 a.m. and 8:30 a.m. and between 2:00 p.m. and 2:45 p.m., respectively. Buses range from small buses to taxi cabs, which are provided by the local school districts served by this school. Buses circulate through the school campus along a one-way loop through the small parking area at the southeast corner of the intersection of 9<sup>th</sup> Street and Stratford Court. The temporary City Hall would not take access from this one-way driveway, but a separate driveway farther south on the property where improvements to widen the access are proposed as part of the project. Gates or other access control devices would be installed by the City to limit access along this bus route to prevent City Hall trips from taking this route. The gate would be installed to limit both vehicular and pedestrian access.

In addition to those students who are bused, some students are dropped off by their parents (35 percent) and others drive themselves (9 percent). Parking for visitors, parents, and students is provided on-site in a small parking lot located on at the corner of 9<sup>th</sup> Street and Stratford

Court. Teacher and administrator parking is located behind the school on Stratford Court, in the same parking lot where the proposed temporary relocation buildings would be placed.

According to the Winston School, there are typically 35 vehicles parked on the Winston School campus on a typical day with fluctuations in parking on a daily basis relating to visitors, specialists and district administrators. Based on Municipal Code, 48 parking spaces should be provided for the Winston School:

- 1 space per employee + 5 = 41 spaces
- 1 space per 5 students assuming 30 percent of the students are high school students = 7 spaces

A total of 16 parking spaces are provided in the small lot at the front of the school and 6 parking spaces at the back of the school. The remaining parking is provided on the Shores Park property, where the temporary City Hall is being considered.

When configured, the Shores Park property will provide sufficient parking to meet the parking requirements for City Hall and the Winston School. The temporary City Hall site will provide approximately 4,000 square feet of office and meeting space. Based on Municipal Code, 13 parking spaces should be provided for the temporary City Hall site:

- 1 space per 300 square feet = 13 spaces

In order to prevent spillover of the Winston School and City Hall, 61 parking spaces would need to be provided on both the Shores Park property and the Winston School property to accommodate the typical demand, as summarized in Table 4.4-8.

<b>Table 4.4-8 Parking Requirements for Winston School and Temporary City Hall on the Shores Park Property</b>			
Land Use	Municipal Code	Parking Required	Parking Provided
Winston School	1 space per employee + 5 spaces	41 spaces	16 spaces in front lot 6 spaces in back lot 26 spaces on Shores Park property
	1 space per 5 students for high school	7 spaces <sup>1</sup>	
<b>Total for Winston School</b>			<b>48 spaces</b>
Temporary City Hall	1 space per 300 sf	14 spaces	14 spaces on Shores Park property
<b>TOTAL</b>			<b>62 spaces</b>
<sup>1</sup> 115 students * 30% high school = 35 students / 5 = 7 spaces sf = square feet.			

Parking demand for both Winston School and City Hall fluctuate throughout the day. Sharing the parking on the Shores Park property is feasible to meet the fluctuations in demand. To limit overflow parking from spilling over onto the local residential streets and to prevent City Hall visitors from parking in the Winston School parking spaces, signs would be erected on-site and along the residential streets directing City Hall parking to the Shores Park driveway.

While the temporary relocation of City Hall operations to the Shores Park site would result in a redistribution of trips along Camino del Mar at 9<sup>th</sup> Street, 10<sup>th</sup> Street, 4<sup>th</sup> Street/Del Mar Heights Road, and at Stratford Court, the analysis of key intersections along Camino del Mar and Stratford Court shows that no impacts are forecasted to occur as a result of the temporary redistribution of City Hall trips. Therefore, impacts would be less than significant.

### **gf. Transportation Element Consistency**

Although the Community Plan does not establish specific measures of effectiveness for the performance of the circulation system, it does include recommendations regarding the location, capacity, and design of various modes of transportation. The Transportation Element of the Community Plan includes the primary 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 alternate means of transportation.”

The proposed project would provide for an increase in public parking within the Village, allowing visitors to park their car and walk to businesses and the beach areas. Bicycle facilities would be maintained and pedestrian access within the site and to surrounding areas along Camino del Mar would be improved, such as improvements for ADA compliance. Benches, trash/recycle receptacles, and landscaping would be provided on and adjacent to the project site. The proposed project would maintain existing transit stops along Camino del Mar.

Thus, the proposed project would promote multimodal mobility, including non-vehicular circulation, by providing for public parking and safe and convenient bicycle and pedestrian facilities. No conflict with the Community Plan would occur and impacts would be less than significant.

#### **4.4.4.2 Issue TRAF-4: Increase Hazards Due to Design Feature**

Threshold TRAF-4 states that impacts would be significant if the proposed project would substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).

The proposed project does not include any features that would substantially increase hazards. While access changes are proposed on both 10<sup>th</sup> and 11<sup>th</sup> streets, no off-site improvements are proposed that would change the design or alignment of existing roadways. Through refined design, improvements are proposed along the project frontage with Camino del Mar to provide parking between the pedestrian improvements and the bike and vehicle lanes. Also included is the proposed removal of some of the existing on-street parking along the project site’s 11<sup>th</sup> Street frontage, with the exception of a small on-street parking area near the intersection of 11<sup>th</sup> Street and Camino del Mar, to provide additional pedestrian improvements. This refinement in design would result in the removal of parking that currently results in vehicle conflicts along the project frontage when cars make U-turns mid-block to locate available on-street parking. Furthermore, the proposed project would comply with Municipal Code 30.86, which requires that structures be setback 20 feet from the intersection of both roadways with Camino del Mar.

Similarly, the temporary relocation of City administration operations to the Shores Park would not result in any off-site improvements that could increase roadway hazards. The existing driveway on Stratford Court is approximately 11 feet wide. In order to accommodate City Hall traffic, the driveway would be widened to a minimum of 24 feet and a clear line of sight would be provided both northbound and southbound on Stratford Court.

For these reasons, impacts associated with increased traffic hazards for the proposed project at both the project site and the temporary relocation site would be less than significant.

#### **4.4.4.3 Issue TRAF-5: Emergency Access**

Threshold TRAF-5 states that impacts would be significant if the proposed project would result in inadequate emergency access.

The proposed project would involve the replacement of the existing City Hall and Town Hall operations within the project site. Current emergency access is located along Camino del Mar, as well as the upper and lower parking areas as appropriate. During construction, access along surrounding roadways would be maintained, and if necessary, flagging would occur to limit conflicts with cross-traffic. While access changes on the project site are proposed on both 10<sup>th</sup> and 11<sup>th</sup> streets, emergency access to, and surrounding, the site would not be affected. Primary emergency response would continue to occur along Camino del Mar, where access to the proposed structures is direct and ADA accessible.

The proposed option for the internal driveway and restricted (gated) access to the surface parking lot would not affect emergency access to the site. The gated access would incorporate a lock box or an access pedestal for opening the surface parking lot for oversized and emergency vehicles. The emergency responders would have keyed access to this area without limitation. Therefore, no new significant impact would occur with this design option.

With respect to the temporary relocation site, existing emergency access on this site is along Stratford Court or from the narrow driveway in the southwestern corner of the site, providing access to both the lower and upper Shores Park areas. The temporary relocation facilities would not affect existing on-site emergency access. Further, as part of the proposed improvements on this site, the existing driveway access at the southwestern corner of the site would be improved to provide two-way access.

For the reasons stated above, the proposed project would be less than significant for the issue of emergency access.

#### **4.4.4.4 Issue TRAF-6: Conflict with Alternate Transportation Policies**

Threshold TRAF-6 states that impacts would be significant if the proposed project would conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.

As detailed above under TRAF-1, the Community Plan contains guidance with regard to public transit, bicycle, and pedestrian facility. The proposed project would not affect public transit, and bicycle and pedestrian access would be maintained and where possible, improved. Currently, pedestrian access from the lower lot up to City Hall is provided either through use of the stairs on the property or the sidewalk along 11<sup>th</sup> Street, which has grades that exceed minimum ADA requirements. This constraint limits the accessible connectivity between the upper and lower development pads. Access to City Hall for pedestrians and bicyclists would be improved through the construction of the parking garage that would include stairway and elevator access up to the plaza and buildings. Furthermore, the proposed City Hall and Town Hall buildings, as well as the main outdoor plaza, would be provided at the same elevation.

Bicycle access would remain unchanged with the new facility. The existing comfort station (refer to Figure 4.4-3) would remain on-site and bicycle parking for both City staff and the public would be provided.

Thus, there would be no impacts related to the proposed project's consistency with alternate transportation policies.

#### 4.4.5 Cumulative Impacts

The proposed project has been reviewed for cumulative impacts related to transportation and traffic. As discussed in Section 4.4.4.1 above, a horizon year analysis was completed that evaluated the impacts of the proposed project on the transportation system for the AM and PM peak traffic hours under Horizon Year Conditions (Year 2035), which considers anticipated build-out of land uses to 2035. The SANDAG model used for the projected Year 2035 traffic was updated to include both the Del Mar Fairgrounds Expansion Plan and the One Paseo project as currently proposed.

As shown in Table 4.4-6, most intersections are forecast to operate at acceptable LOS in the Year 2035 without and with the proposed project conditions. The intersections of Camino del Mar and 11th Street and Camino del Mar and 4th Street/Del Mar Heights Road are forecast to operate at deficient LOS by Year 2035 without and with the proposed project. However, the net change in delay falls below the threshold of significance of 2.0 seconds as defined by SANTEC/ITE Guidelines. Therefore, cumulative impacts related to the performance of the transportation system would be less than significant.

Furthermore, as noted above, the internal driveway connection between the surface parking lot and the parking garage, along with the gating of the surface parking lot and the option to remove the "Right-turn Only" restriction on the parking garage driveway along 11<sup>th</sup> Street, would not result in any new significant impacts with this design option or project modifications.

No significant cumulative impact related to parking would occur with the proposed project, because it would provide parking in excess of Municipal Code requirements at the City Hall site. According to the Municipal Code, only ~~51~~81 parking spaces would be required to meet the City Hall and Town Hall parking requirements. However, a total of 160 parking spaces would

be provided on-site, which means that ~~109-79~~ new parking spaces would be available to the general public for special events in the plaza or Town Hall, as well as for the surrounding businesses, beachgoers, and visitors to City Hall. Cumulative impacts were not identified for parking around the temporary relocation site, because the proposed project would provide adequate parking for the temporary facilities and no other projects in the immediate area were identified that could contribute to a cumulative parking impact.

As detailed above, the proposed project would not result in any significant impacts related to hazards due to a design feature, inadequate emergency access or conflicts with policies or plans addressing public transit or bicycle or pedestrian facilities. Cumulative impacts related to hazards due to a design feature or incompatible uses would not occur, because these impacts would be localized and individual cumulative projects would be evaluated to ensure that such hazards are not created. Similarly, adequate emergency access would be a requirement of cumulative projects, which would ensure cumulative emergency access impacts would not occur. Similar to the proposed project, other projects would be reviewed to ensure that no conflicts with policies addressing public transit or bicycle or pedestrian facilities would occur. Thus, no significant cumulative impacts related to traffic and transportation would occur

#### 4.4.6 Level of Significance Prior to Mitigation

With regard to TRAF-1 and TRAF-2, while the intersections of Camino del Mar and 11<sup>th</sup> Street and Camino del Mar and 4<sup>th</sup> Street/Del Mar Heights Road would operate at a deficient LOS, under both the Existing Plus Project condition and the Horizon Year 2035 Plus Project condition, the change in delay falls below the threshold of significance of 2.0 seconds as defined by SANTEC/ITE Guidelines. Therefore, the impact is considered less than significant according to CEQA. This would also remain true for the optional internal driveway connection with the gating of the surface parking lot and removal of the proposed “Right-turn Only” restriction at the parking garage access along 11<sup>th</sup> Street.

Similarly, the temporary relocation of City Hall operations to the Shores Park site would not significantly impact intersections along Camino del Mar at 9<sup>th</sup> Street, 10<sup>th</sup> Street, and 4<sup>th</sup> Street/Del Mar Heights Road, and at Stratford Court. Furthermore, the proposed project would be compatible with the applicable goals, policies, and objectives of the Community Plan. Impacts would be less than significant.

For TRAF-4, impacts associated with hazards due to design features would be less than significant because the proposed project, including the temporary relocation, does not include any features that would substantially increase hazards and no off-site improvements are proposed that would change the design or alignment of existing area roadways. Further, as part of the proposed improvements on this site, the existing driveway access at the southwestern corner of the site would be improved to provide two-way access. Thus, impacts would be less than significant. This would also remain true for the analysis of the refined design, including the parking changes along 11<sup>th</sup> Street, and the optional gating of the surface parking lot and removal of the proposed “Right-turn Only” restriction at the parking garage access along 11<sup>th</sup> Street.

For Threshold TRAF-5, implementation of the proposed project would not result in inadequate emergency access during construction as access along surrounding roadways would be maintained, and if necessary, flagging would occur to limit conflicts with cross-traffic. With respect to the operation, primary emergency access would continue to occur along Camino del Mar, where access to the proposed structures would be direct and ADA accessible. The temporary relocation of facilities on the Shores Park site would not affect existing on-site emergency access, and furthermore, the existing driveway access at the southwestern corner of the site would be improved to provide two-way access as part of the proposed project. Therefore, impacts would be less than significant. This would also remain true for the optional internal driveway connection with the gating of the surface parking lot, as emergency responders would have access to the locked gate.

The proposed project would not result in significant impacts under Threshold TRAF-6. Implementation of the proposed project would not conflict with the City's adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities. Public transit routes and stops would not be affected; bicycle access, storage, and the existing comfort station will remain on-site; and pedestrian access will be maintained and where possible, improved, such as with ADA compliance. Therefore, impacts would be less than significant.

#### **4.4.7 Mitigation**

No mitigation is required.

## 4.5 Air Quality

This section addresses the potential for impacts associated with the emission of air pollutants during demolition, construction, and post-construction daily operations of the proposed project. Air quality emissions modeling was prepared for the proposed project, including the temporary relocation site, and included as Appendix E of this EIR.

### 4.5.1 Existing Conditions

#### 4.5.1.1 Environmental Setting

##### a. Air Basin/Geographic Setting

The state of California is divided geographically into 15 air basins for the purpose of managing the air resources of the state on a regional basis. Areas within each air basin are considered to share the same air masses and, therefore, are expected to have similar ambient air quality. The proposed project is located within the western portion of the San Diego Air Basin (SDAB), which includes all of San Diego County.

The dominant meteorological feature affecting the region is the Pacific High Pressure Zone, which produces the prevailing westerly to northwesterly winds. The westerly, coastal areas of the SDAB typically experience westerly winds, which direct pollutants eastward, as described below. The eastern portion of the SDAB is surrounded by mountains to the north, east, and south. These mountains tend to restrict airflow and concentrate pollutants in the valleys and low-lying areas below. As stated above, the winds tend to blow pollutants away from the coast toward the inland areas. Consequently, air quality near the coast is generally better than that which occurs at the base of the coastal mountain range.

##### b. Climate

The project site is located approximately 0.25 mile east of the Pacific Ocean and, like the rest of San Diego County, has a Mediterranean climate characterized by warm, dry summers and mild, wet winters. The mean annual temperature for the project vicinity is 63 degrees Fahrenheit (°F), and the average annual precipitation is 10 inches, falling primarily from November to April. Winter low temperatures in the area average about 49°F, and summer high temperatures average about 74°F. The average relative humidity is 69 percent and is based on the yearly average humidity at Lindbergh Field (Western Regional Climate Center [WRCC] 2015).

### **c. Air Quality**

Fluctuations in the strength and pattern of winds from the Pacific High Pressure Zone interacting with the daily local cycle produce periodic temperature inversions that influence the dispersal or containment of air pollutants in the SDAB. Beneath the inversion layer pollutants become “trapped” as their ability to disperse diminishes. The mixing depth is the area under the inversion layer. Generally, the morning inversion layer is lower than the afternoon inversion layer. The greater the change between the morning and afternoon mixing depths, the greater the ability of the atmosphere to disperse pollutants.

Throughout the year, the height of the temperature inversion in the afternoon varies between approximately 1,500 and 2,500 feet above mean sea level (AMSL). In winter, the morning inversion layer is about 800 feet AMSL. In summer, the morning inversion layer is about 1,100 feet AMSL. Therefore, air quality generally tends to be better in the winter than in the summer.

The prevailing westerly wind pattern is sometimes interrupted by regional “Santa Ana” conditions. A Santa Ana occurs when a strong high pressure develops over the Nevada–Utah area and overcomes the prevailing westerly coastal winds, sending strong, steady, hot, dry northeasterly winds over the mountains and out to sea.

Strong Santa Ana winds tend to blow pollutants out over the ocean, producing clear days. However, at the onset or during breakdown of these conditions or if the Santa Ana is weak, local air quality may be adversely affected. In these cases, emissions from the South Coast Air Basin (SCAB) to the north are blown out over the ocean, and low pressure over Baja California draws this pollutant-laden air mass southward. As the high pressure weakens, prevailing northwesterly winds reassert themselves and send this cloud of contamination ashore in the SDAB. When this event does occur, the combination of transported and locally produced contaminants produce the worst air quality measurements recorded in the basin.

#### **4.5.1.2 Existing Regulatory Framework**

Air quality is commonly expressed as the number of days per year in which air pollution levels exceed national standards set by the federal Environmental Protection Agency (U.S. EPA) or state standards set by the California Air Resources Board (CARB). Poor air quality results from the emission of air pollutants from both mobile and stationary sources. Mobile sources of air pollutants include motor vehicles, construction equipment, trains, and airplanes. Motor vehicles are the San Diego region’s leading source of air pollution (San Diego Air Pollution Control District [SDAPCD] 2013). Mobile sources of air pollution are regulated by federal and state agencies such as CARB and the U.S. EPA through the establishment of emission standards and emissions reduction programs and regulations. Stationary sources include gasoline stations, power plants, dry cleaners, and other commercial and industrial uses. Stationary sources of air pollution are regulated by the local air pollution control or management district, in this case the SDAPCD.

The regulatory framework described below details the federal and state agencies that are in charge of monitoring and controlling mobile and stationary sources of air pollutants and what measures are currently being taken to achieve and maintain healthful air quality in the SDAB.

### **a. Federal**

The federal Clean Air Act (CAA) was enacted in 1970 (and amended several times since) for the purpose of protecting and enhancing the quality of the nation's air resources. In 1971, the federal EPA developed National Ambient Air Quality Standards (NAAQS) for six pollutants of concern: ozone (O<sub>3</sub>), carbon monoxide (CO), sulfur dioxide (SO<sub>2</sub>), nitrogen dioxide (NO<sub>2</sub>), lead, and particulate matter less than 10 microns (PM<sub>10</sub>). In 1997, the NAAQS were refined by replacing the 1-hour ozone standard with an 8-hour ozone standard and by adding a new standard for particulate matter less than 2.5 microns in diameter (PM<sub>2.5</sub>). The current NAAQS are presented in Table 4.5-1 and represent the maximum levels of background pollution considered safe, with an adequate margin of safety, to protect public health and welfare considering long-term exposure of the most sensitive groups in the general population (i.e., children, senior citizens, and people with breathing difficulties).

### **b. State**

The California CAA was signed into law in 1988 and CARB has generally set more stringent limits on the seven U.S. EPA regulated criteria pollutants as well as expanded the list of air pollutants regulated within California under the California Ambient Air Quality Standards (CAAQS) as shown in Table 4.5-1.

The California CAA additionally requires that air quality management districts implement regulations to reduce emissions from mobile sources through the adoption and enforcement of transportation control measures and:

- Demonstrate the overall effectiveness of the air quality program;
- Reduce nonattainment pollutants at a rate of 5 percent per year, or include all feasible measures and expeditious adoption schedule;
- Implement public education programs;
- Reduce per-capita population exposure to severe nonattainment pollutants according to a prescribed schedule;
- Include any other feasible controls that can be implemented, or for which implementation can begin, within 10 years of adoption of the most recent air quality plan; and
- Rank control measures by cost-effectiveness and implementation priority.

Table 4.5-1 Ambient Air Quality Standards						
Pollutant	Averaging Time	California Standards <sup>1</sup>		National Standards <sup>2</sup>		
		Concentration <sup>3</sup>	Method <sup>4</sup>	Primary <sup>3,5</sup>	Secondary <sup>3,6</sup>	Method <sup>7</sup>
Ozone <sup>8</sup>	1 Hour	0.09 ppm (180 µg/m <sup>3</sup> )	Ultraviolet Photometry	–	Same as Primary Standard	Ultraviolet Photometry
	8 Hour	0.07 ppm (137 µg/m <sup>3</sup> )		0.070 ppm (137 µg/m <sup>3</sup> )		
Respirable Particulate Matter (PM <sub>10</sub> ) <sup>9</sup>	24 Hour	50 µg/m <sup>3</sup>	Gravimetric or Beta Attenuation	150 µg/m <sup>3</sup>	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	20 µg/m <sup>3</sup>		–		
Fine Particulate Matter (PM <sub>2.5</sub> ) <sup>9</sup>	24 Hour	No Separate State Standard		35 µg/m <sup>3</sup>	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	12 µg/m <sup>3</sup>	Gravimetric or Beta Attenuation	12 µg/m <sup>3</sup>	15 µg/m <sup>3</sup>	
Carbon Monoxide (CO)	1 Hour	20 ppm (23 mg/m <sup>3</sup> )	Non-dispersive Infrared Photometry	35 ppm (40 mg/m <sup>3</sup> )	–	Non-dispersive Infrared Photometry
	8 Hour	9.0 ppm (10 mg/m <sup>3</sup> )		9 ppm (10 mg/m <sup>3</sup> )	–	
	8 Hour (Lake Tahoe)	6 ppm (7 mg/m <sup>3</sup> )		–	–	
Nitrogen Dioxide (NO <sub>2</sub> ) <sup>10</sup>	1 Hour	0.18 ppm (339 µg/m <sup>3</sup> )	Gas Phase Chemi- luminescence	100 ppb (188 µg/m <sup>3</sup> )	–	Gas Phase Chemi- luminescence
	Annual Arithmetic Mean	0.030 ppm (57 µg/m <sup>3</sup> )		0.053 ppm (100 µg/m <sup>3</sup> )	Same as Primary Standard	
Sulfur Dioxide (SO <sub>2</sub> ) <sup>11</sup>	1 Hour	0.25 ppm (655 µg/m <sup>3</sup> )	Ultraviolet Fluorescence	75 ppb (196 µg/m <sup>3</sup> )	–	Ultraviolet Fluorescence; Spectro- photometry (Pararosaniline Method)
	3 Hour	–		–	0.5 ppm (1,300 µg/m <sup>3</sup> )	
	24 Hour	0.04 ppm (105 µg/m <sup>3</sup> )		0.14 ppm (for certain areas) <sup>10</sup>	–	
	Annual Arithmetic Mean	–		0.030 ppm (for certain areas) <sup>10</sup>	–	
Lead <sup>12,13</sup>	30 Day Average	1.5 µg/m <sup>3</sup>	Atomic Absorption	–	–	High Volume Sampler and Atomic Absorption
	Calendar Quarter	–		1.5 µg/m <sup>3</sup> (for certain areas) <sup>12</sup>	Same as Primary Standard	
	Rolling 3-Month Average	–		0.15 µg/m <sup>3</sup>		
Visibility Reducing Particles <sup>14</sup>	8 Hour	See footnote 13	Beta Attenuation and Transmittance through Filter Tape	No National Standards		
Sulfates	24 Hour	25 µg/m <sup>3</sup>	Ion Chroma- tography			
Hydrogen Sulfide	1 Hour	0.03 ppm (42 µg/m <sup>3</sup> )	Ultraviolet Fluorescence			
Vinyl Chloride <sup>12</sup>	24 Hour	0.01 ppm (26 µg/m <sup>3</sup> )	Gas Chroma- tography			

See footnotes on next page.

ppm = parts per million; ppb = parts per billion;  $\mu\text{g}/\text{m}^3$  = micrograms per cubic meter; – = not applicable.

- <sup>1</sup> California standards for ozone, carbon monoxide (except 8-hour Lake Tahoe), sulfur dioxide (1 and 24 hour), nitrogen dioxide, particulate matter (PM<sub>10</sub>, PM<sub>2.5</sub>, and visibility reducing particles), are values that are not to be exceeded. All others are not to be equaled or exceeded. California ambient air quality standards are listed in the Table of Standards in Section 70200 of Title 17 of the California Code of Regulations.
- <sup>2</sup> National standards (other than ozone, particulate matter, and those based on annual arithmetic mean) are not to be exceeded more than once a year. The ozone standard is attained when the fourth highest 8-hour concentration measured at each site in a year, averaged over three years, is equal to or less than the standard. For PM<sub>10</sub>, the 24-hour standard is attained when the expected number of days per calendar year with a 24-hour average concentration above 150  $\mu\text{g}/\text{m}^3$  is equal to or less than one. For PM<sub>2.5</sub>, the 24-hour standard is attained when 98 percent of the daily concentrations, averaged over three years, are equal to or less than the standard. Contact the U.S. EPA for further clarification and current national policies.
- <sup>3</sup> Concentration expressed first in units in which it was promulgated. Equivalent units given in parentheses are based upon a reference temperature of 25°C and a reference pressure of 760 torr. Most measurements of air quality are to be corrected to a reference temperature of 25°C and a reference pressure of 760 torr; ppm in this table refers to ppm by volume, or micromoles of pollutant per mole of gas.
- <sup>4</sup> Any equivalent measurement method which can be shown to the satisfaction of the Air Resources Board to give equivalent results at or near the level of the air quality standard may be used.
- <sup>5</sup> National Primary Standards: The levels of air quality necessary, with an adequate margin of safety to protect the public health.
- <sup>6</sup> National Secondary Standards: The levels of air quality necessary to protect the public welfare from any known or anticipated adverse effects of a pollutant.
- <sup>7</sup> Reference method as described by the U.S. EPA. An “equivalent method” of measurement may be used but must have a “consistent relationship to the reference method” and must be approved by the U.S. EPA.
- <sup>8</sup> On October 1, 2015, the national 8-hour ozone primary and secondary standards were lowered from 0.075 to 0.070 ppm.
- <sup>9</sup> On December 14, 2012, the national annual PM<sub>2.5</sub> primary standard was lowered from 15  $\mu\text{g}/\text{m}^3$  to 12.0  $\mu\text{g}/\text{m}^3$ . The existing national 24-hour PM<sub>2.5</sub> standards (primary and secondary) were retained at 35  $\mu\text{g}/\text{m}^3$ , as was the annual secondary standards of 15  $\mu\text{g}/\text{m}^3$ . The existing 24-hour PM<sub>10</sub> standards (primary and secondary) of 150  $\mu\text{g}/\text{m}^3$  also were retained. The form of the annual primary and secondary standards is the annual mean, averaged over 3 years.
- <sup>10</sup> To attain the 1-hour national standard, the 3-year average of the annual 98th percentile of the 1-hour daily maximum concentrations at each site must not exceed 100 ppb. Note that the national standards are in units of parts per billion (ppb). California standards are in units of parts per million (ppm). To directly compare the national standards to the California standards the units can be converted from ppb to ppm. In this case, the national standard of 100 ppb is identical to 0.100 ppm.
- <sup>11</sup> On June 2, 2010, a new 1-hour SO<sub>2</sub> standard was established and the existing 24-hour and annual primary standards were revoked. To attain the 1-hour national standard, the 3-year average of the annual 99<sup>th</sup> percentile of the 1-hour daily maximum concentrations at each site must not exceed 75 ppb. The 1971 SO<sub>2</sub> national standards (24-hour and annual) remain in effect until one year after an area is designated for the 2010 standard, except that in areas designated nonattainment for the 1971 standards, the 1971 standards remain in effect until implementation plans to attain or maintain the 2010 standards are approved.  
Note that the 1-hour national standard is in units of parts per billion (ppb). California standards are in units of parts per million (ppm). To directly compare the 1-hour national standard to the California standard the units can be converted to ppm. In this case, the national standard of 75 ppb is identical to 0.075 ppm.
- <sup>12</sup> The ARB has identified lead and vinyl chloride as ‘toxic air contaminants’ with no threshold level of exposure for adverse health effects determined. These actions allow for the implementation of control measures at levels below the ambient concentrations specified for these pollutants.
- <sup>13</sup> The national standard for lead was revised on October 15, 2008 to a rolling 3-month average. The 1978 lead standard (1.5  $\mu\text{g}/\text{m}^3$  as a quarterly average) remains in effect until one year after an area is designated for the 2008 standard, except that in areas designated nonattainment for the 1978 standard, the 1978 standard remains in effect until implementation plans to attain or maintain the 2008 standard are approved.
- <sup>14</sup> In 1989, the ARB converted both the general statewide 10-mile visibility standard and the Lake Tahoe 30-mile visibility standard to instrumental equivalents, which are “extinction of 0.23 per kilometer” and “extinction of 0.07 per kilometer” for the statewide and Lake Tahoe Air Basin standards, respectively.

SOURCE: CARB 2015.

### **c. State Implementation Plan**

The State Implementation Plan (SIP) is a collection of documents that set forth the state's strategies for achieving ambient air quality standards. The SDAPCD is responsible for preparing and implementing the portion of the SIP applicable to the SDAB, known as the Regional Air Quality Strategy (RAQS). The SDAPCD adopts rules, regulations, and programs to attain state and federal air quality standards, and appropriates money (including permit fees) to achieve its objectives.

### **d. Regional Air Quality Strategy**

The SDAPCD prepared the original 1991/1992 RAQS in response to requirements set forth in the California CAA. The California CAA requires areas that are designated state nonattainment areas for O<sub>3</sub>, CO, SO<sub>2</sub>, and NO<sub>2</sub> to prepare and implement plans to attain the standards by the earliest practicable date. The California CAA does not provide guidance on timing or requirements for attaining the state PM<sub>10</sub> and PM<sub>2.5</sub> standards. Attached as part of the RAQS are the Transportation Control Measures (TCMs) adopted by the San Diego Association of Governments (SANDAG). Updates of the RAQS and corresponding TCM are required every three years. The RAQS and TCM set forth the steps needed to accomplish attainment of state and federal ambient air quality standards. The most recent update of the RAQS and TCM occurred in 2009.

#### **4.5.1.3 Existing Air Quality in the Project Area**

The SDAPCD maintains 10 air quality monitoring stations throughout the greater San Diego metropolitan region. Air pollutant concentrations and meteorological information are continuously recorded at these stations. Measurements are then used by scientists to help forecast daily air pollution levels.

Table 4.5-2 summarizes the number of days per year during which state and federal standards were exceeded in the SDAB overall during the years 2009 to 2013. The Del Mar–Mira Costa College monitoring station is located at the Shores Park, the proposed temporary relocation site, which is 500 feet south of the City Hall site. The San Diego–Beardsley Street monitoring station is located approximately 11 miles southeast of the project site. The Del Mar–Mira Costa College monitoring station measures ozone. The San Diego–Beardsley Street monitoring station measures ozone, CO, NO<sub>2</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub>. Table 4.5-3 provides a summary of measurements of ozone, CO, NO<sub>2</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub> collected at the monitoring stations from 2010–2014.

As detailed below, the SDAB is classified as a federal nonattainment area for ozone and a state nonattainment area for ozone, PM<sub>10</sub>, and PM<sub>2.5</sub>.

**Table 4.5-2  
Ambient Air Quality Summary – San Diego Air Basin**

Pollutant	Average Time	California Ambient Air Quality Standards <sup>a</sup>	Attainment Status	National Ambient Air Quality Standards <sup>b</sup>	Attainment Status <sup>c</sup>	Maximum Concentration					Number of Days Exceeding State Standard					Number of Days Exceeding National Standard				
						2009	2010	2011	2012	2013	2009	2010	2011	2012	2013	2009	2010	2011	2012	2013
O <sub>3</sub>	1 hour	0.09 ppm	N	N/A	N/A	0.119	0.107	0.114	0.101	0.095	8	7	5	2	2	N/A	N/A	N/A	N/A	N/A
O <sub>3</sub>	8 hours	0.07ppm	N	0.075 ppm	N	0.098	0.088	0.093	0.084	0.083	47	21	33	25	28	24	14	10	10	7
CO	8 hours	9 ppm	A	9 ppm	A	3.24	2.46	2.44	3.61	Na	0	0	0	0	Na	0	0	0	0	Na
NO <sub>2</sub>	1 hour	0.18 ppm	A	0.100 ppm	A	0.091	0.091	0.100	0.077	0.091	0	0	0	0	0	0	0	0	0	0
NO <sub>2</sub>	Annual	0.030 ppm	A	0.053 ppm	A	0.021	0.021	0.020	0.020	0.019	NX	NX	NX	NX	NX	NX	NX	NX	NX	NX
PM <sub>10</sub>	24 hours	50 µg/m <sup>3</sup>	N	150 µg/m <sup>3</sup>	U	123.0	108.0	126.0	126.0	92.0	25/ 146.4*	22/ 136.0*	23/ 138.5 *	6/6.1*	1/6.0*	0/0.0*	0/0.0*	0/0.0*	0/0.0*	0/0.0*
PM <sub>10</sub>	Annual	20 µg/m <sup>3</sup>	N	N/A	N/A	53.9	47.0	46.2	24.3	25.4	EX	EX	EX	EX	EX	--	--	--	--	--
PM <sub>2.5</sub>	24 hours	N/A	N/A	35 µg/m <sup>3</sup>	A	78.4	52.2	72.0	82.9	68.1	--	--	--	--	--	4/3.4*	2/2.0*	3/3.0*	2/1.0*	3/2.0*
PM <sub>2.5</sub>	Annual	12 µg/m <sup>3</sup>	N	15 µg/m <sup>3</sup>	A	12.2	10.8	15.9	14.2	10.6	EX	NX	EX	EX	NX	NX	NX	EX	NX	NX

SOURCE: State of California 2014. California Air Quality Data Statistics. California Air Resources Board Internet Site. URL <http://www.arb.ca.gov/adam/welcome.html>.

NOTE: Data for SO<sub>2</sub> and 1-hour CO were not available.

\*Measured Days/Calculated Days - Calculated days are the estimated number of days that a measurement would have been greater than the level of the standard had measurements been collected every day. The number of days above the standard is not necessarily the number of violations of the standard for the year. Data to determine federal calculated days were not available.

<sup>a</sup>California standards for ozone, carbon monoxide (except at Lake Tahoe), sulfur dioxide (1-hour and 24-hour), nitrogen dioxide, and PM<sub>10</sub> are values that are not to be exceeded. Some measurements gathered for pollutants with air quality standards that are based upon 1-hour, 8-hour, or 24-hour averages, may be excluded if the CARB determines they would occur less than once per year on average.

<sup>b</sup>National standards other than for ozone and particulates, and those based on annual averages or annual arithmetic means are not to be exceeded more than once a year. The 1-hour ozone standard is attained if, during the most recent 3-year period, the average number of days per year with maximum hourly concentrations above the standard is equal to or less than one.

<sup>c</sup>A = attainment; N = non-attainment; U = Unclassifiable; N/A = not applicable; Na = data not available; NX = annual average not exceeded; EX = annual average exceeded.

ppm = parts per million, µg/m<sup>3</sup> = micrograms per cubic meter.

<b>Table 4.5-3</b>					
<b>Summary of Air Quality Measurements Recorded at the Del Mar–Mira Costa College, San Diego–Beardsley Street Monitoring Stations</b>					
Pollutant/Standard	2010	2011	2012	2013	2014
<b>DEL MAR—MIRA COSTA COLLEGE</b>					
<b>Ozone</b>					
Days State 8-hour Standard Exceeded (0.07 ppm)	2	1	2	0	4
Days '08 Federal 8-hour Standard Exceeded (0.075 ppm)	0	0	2	0	2
Max 8-hr (ppm)	0.072	0.074	0.078	0.069	0.087
<b>SAN DIEGO—BEARDSLEY STREET</b>					
<b>Nitrogen Dioxide</b>					
Days State 1-hour Standard Exceeded (0.18 ppm)	0	0	0	0	0
Max 1-hr (ppm)	0.077	67.0	65.0	72.0	0.075
Annual Average (ppm)	0.015	0.014	0.013	0.014	0.013
<b>PM<sub>10</sub>*</b>					
Measured Days State 24-hour Standard Exceeded (50 µg/m <sup>3</sup> )	0	0	0	0	0
Calculated Days State 24-hour Standard Exceeded (50 µg/m <sup>3</sup> )	0	0	0	0	0
Measured Days Federal 24-hour Standard Exceeded (150 µg/m <sup>3</sup> )	0	0	0	0	0
Calculated Days Federal 24-hour Standard Exceeded (150 µg/m <sup>3</sup> )	0	0	0	0	0
Max. Daily (µg/m <sup>3</sup> )	40.0	48.0	45.0	90.0	40.0
State Annual Average (µg/m <sup>3</sup> )	23.4	24.0	21.8	25.4	23.9
Federal Annual Average (µg/m <sup>3</sup> )	22.8	23.3	22.2	24.9	23.3
<b>PM<sub>2.5</sub>*</b>					
Measured Days Federal 24-hour Standard Exceeded (35 µg/m <sup>3</sup> )	0	0	1	1	1
Calculated Days Federal 24-hour Standard Exceeded (35 µg/m <sup>3</sup> )	0	0	1	1.1	1
Max. Daily (µg/m <sup>3</sup> )	29.7	34.7	39.8	37.4	37.2
State Annual Average (µg/m <sup>3</sup> )	*	12	*	10.4	10.2
Federal Annual Average (µg/m <sup>3</sup> )	10.4	10.8	11.0	10.3	10.1
<b>Carbon Monoxide</b>					
Days State 8-hour Standard Exceeded (9 ppm)	0	0	0	**	**
Days Federal 8-hour Standard Exceeded (9 ppm)	0	0	0	**	**
Max. 8-hr (ppm)	2.17	2.44	1.81	**	**
SOURCE: State of California 2011.					
*Calculated days value. Calculated days are the estimated number of days that a measurement would have been greater than the level of the standard had measurements been collected every day. The number of days above the standard is not necessarily the number of violations of the standard for the year.					
**Due to continuing improvements in air quality, the Beardsley Street air quality monitoring station discontinued monitoring CO concentrations in 2012.					

### **a. Ozone**

Ozone is a photochemical oxidant, a substance whose oxygen combines chemically with another substance in the presence of sunlight. Ozone is the primary component of smog. Ozone is not directly emitted into the air but is formed through complex chemical reactions between precursor emissions of hydrocarbons and oxides of nitrogen (NO<sub>x</sub>) in the presence of sunlight. The hydrocarbons of concern are known as volatile organic compounds (VOC) in federal terms, and reactive organic gases (ROG) in state terms; however, these terms are considered equivalent. Ozone is the primary air pollution problem in the SDAB. Because sunlight plays such an important role in its formation, ozone pollution, or smog, is mainly a concern during the daytime in the summer months.

About half of smog-forming emissions come from vehicles. More strict automobile emission controls, including more efficient automobile engines, have played a large role in the steady decrease in ozone levels in the SDAB since the late 1970s. However, not all of the ozone within the SDAB is derived from local sources. Under certain meteorological conditions, such as during Santa Ana wind events, ozone and other pollutants are transported from the SCAB and combine with ozone formed from local sources to produce elevated ozone levels in the SDAB.

In order to address adverse health effects due to prolonged exposure, the U.S. EPA has promulgated an 8-hour ozone standard. The SDAB is currently a nonattainment area for the NAAQS and CAAQS (State of California 2015).

Local agencies can control neither the source nor the transport of pollutants from outside the air basin. The SDAPCD's policy, therefore, has been to control local sources to reduce locally produced emissions. Through its TCMs, enhanced motor vehicle inspection and maintenance program overseen by the Bureau of Automotive Repair, and the clean-fuel vehicle program overseen by CARB, continuing reductions in ozone concentrations are anticipated.

### **b. Carbon Monoxide (CO)**

The SDAB is classified as a state attainment area and as a federal maintenance area for carbon monoxide (State of California 2015). Until 2003, no violations of the state standard for CO had been recorded in the SDAB since 1991, and no violations of the national standard had been recorded in the SDAB since 1989. The violations that took place in 2003 were likely the result of massive wildfires that occurred throughout the county. No violations of CO under the NAAQS and CAAQS have occurred since 2003. As shown in Tables 4.5-2 and 4.5-3, the state and national standards have not been exceeded during the five-year periods, respectively.

Small-scale, localized concentrations of CO above the state and national standards have the potential to occur at intersections with stagnation points such as those that occur on major highways and heavily traveled and congested roadways. Localized high concentrations of CO are referred to as "CO hot spots" and are a concern at congested intersections, where automobile engines burn fuel less efficiently and their exhaust contains more CO.

### c. PM<sub>10</sub>

PM<sub>10</sub> is particulate matter with an aerodynamic diameter of 10 microns or less. Ten microns is about one-seventh of the diameter of a human hair. Particulate matter is a complex mixture of very tiny solid or liquid particles composed of chemicals, soot, and dust. Sources of PM<sub>10</sub> emissions in the SDAB consist mainly of urban activities, dust suspended by vehicle traffic, and secondary aerosols formed by reactions in the atmosphere.

Under typical conditions (i.e., no wildfires), particles classified under the PM<sub>10</sub> category are mainly emitted directly from activities that disturb the soil, including travel on roads and construction, mining, or agricultural operations. Other sources include windblown dust, salts, brake dust, and tire wear (SDAPCD 2010). For several reasons hinging on the area's dry climate and coastal location, the SDAB has special difficulty in developing adequate tactics to meet present state particulate standards.

### d. PM<sub>2.5</sub>

Particle matter with aerodynamic diameter of 2.5 microns or less is a subset of PM<sub>10</sub> that has been specifically recognized as an air quality pollutant of concern requiring regular monitoring. Federal regulations required that PM<sub>2.5</sub> monitoring begin January 1, 1999 (County of San Diego 1999). The San Diego–Overland Avenue monitoring station is one of five stations in the SDAB that monitors PM<sub>2.5</sub>. Federal PM<sub>2.5</sub> standards include an annual arithmetic mean of 15 micrograms per cubic meter ( $\mu\text{g}/\text{m}^3$ ) and a 24-hour concentration of 35  $\mu\text{g}/\text{m}^3$ . The state PM<sub>2.5</sub> standard is an annual arithmetic mean of 12  $\mu\text{g}/\text{m}^3$ .

The SDAB was classified as an attainment area for the federal 24-hour PM<sub>2.5</sub> standard (U.S. EPA 2009). The SDAB is a non-attainment area for the state PM<sub>2.5</sub> standard (State of California 2015).

### e. Other Criteria Pollutants

The national and state standards for NO<sub>2</sub>, SO<sub>x</sub>, and previous standard for lead are being met in the SDAB, and the latest pollutant trends suggest that these standards will not be exceeded in the foreseeable future. As discussed above, new standards for these pollutants have been adopted, and new designations for the SDAB will be determined in the future. The SDAB is also in attainment of the state standards for vinyl chloride, hydrogen sulfides, sulfates, and visibility reducing particles.

## 4.5.2 Impact Significance Thresholds

Based on Appendix G of the CEQA Guidelines, impacts related to air quality would be significant if the proposed project would:

**Threshold AIR-1** Conflict with or obstruct implementation of the applicable air quality plan;

**Threshold AIR-2** Violate any air quality standard or contribute substantially to an existing or projected air quality violation;

**Threshold AIR-3** Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors);

**Threshold AIR-4** Expose sensitive receptors to substantial pollutant concentrations; or

**Threshold AIR-5** Create objectionable odors affecting a substantial number of people.

### 4.5.3 Methodology

Air quality impacts can result from the demolition, construction, and operation of a project. Demolition and construction impacts are short term and result from fugitive dust, equipment exhaust, and indirect effects associated with construction workers and deliveries. Operational impacts can occur on two levels: regional impacts resulting from development or local hot-spot effects stemming from sensitive receivers being placed close to highly congested roadways. In the case of the proposed project, while new mechanical equipment, such as the cooling system and parking garage exhaust system, and on-site emergency generators are proposed on the project site and use of an emergency generator may be required on the temporary relocation site, operational impacts are primarily due to regional emissions from mobile sources and area sources associated with the vehicular travel along the roadways and facility operations.

Air emissions were calculated using the California Emissions Estimator Model (CalEEMod) computer program (California Air Pollution Control Officer's Association [CAPCOA] version 2013.1.1). CalEEMod is a tool used to estimate air emissions resulting from land development projects in the state of California. The model generates air quality emission estimates from three basic sources: demolition and construction sources, area sources (e.g., on-site emergency generators, landscaping equipment, and natural gas heating), and mobile sources (e.g., traffic). CalEEMod provides emission estimates of NO<sub>x</sub>, CO, SO<sub>x</sub>, PM<sub>10</sub>, PM<sub>2.5</sub>, and ROG.

Inputs to CalEEMod include such items as the air basin where the proposed project is located, land uses, trip generation rates, trip lengths, duration of demolition and construction phases, construction equipment usage, grading areas, season, and ambient temperature, as well as other parameters. The CalEEMod output files are contained in Appendix E and provide the specific inputs.

## 4.5.4 Impact Analysis

### 4.5.4.1 Issue AIR-1: Air Quality Plan Consistency

Threshold AIR-1 states that implementation of the proposed project would cause significant air quality impacts if it would conflict with or obstruct implementation of the applicable portions of the SIP, i.e., the RAQS.

A project would conflict and potentially obstruct the RAQS if it were inconsistent with the land uses and population projections used to develop the air emissions budgets used to develop the plan. Consistency with the RAQS is determined by analyzing a project with the assumptions in the RAQS. Thus, the emphasis of this criterion is to compare the emission forecasts from the proposed project's land uses with emission forecasts based on the land uses for the area included in the RAQS. Forecasts used in the RAQS are developed by SANDAG based on local general plans and other related documents that are used to develop population and traffic projections.

The proposed project would not alter the land use for the site since it would replace the existing use with a similar use. Given that Public Facilities (PF) land use is currently permitted under the existing Community Plan, the proposed project would not change the land uses planned for site. Therefore, the proposed project is consistent with the RAQS, and its implementation would not conflict with or exceed the assumptions used to develop the current RAQS. Thus, this impact would be less than significant.

With respect to the temporary relocation site on the Shores Park, the relocation of the existing City administrative offices and Town Hall functions would not be a new use, but rather the relocation of an existing use included in the RAQS emissions estimates. The temporary relocation site is designated Public Facilities (PF) which would allow for the temporary use of the site for this civic use. Upon completion of the proposed project, all structures and temporary uses related to this project would be removed or relocated back to the project site. Therefore, since the proposed temporary relocation would not be a new generator of emissions and would be consistent with the site land use designation, the proposed project, including the temporary relocation to the Shores Park site, would be less than significant.

### 4.5.4.2 Issue AIR-2: Violation of Air Quality Standards

Threshold AIR-2 states that the proposed project would cause significant air quality impacts if it would violate any air quality standard (i.e., NAAQS or CAAQS) or contribute substantially to an existing or projected air quality violation.

#### a. Demolition and Construction Emissions

Construction-related pollutants result from dust raised during demolition and grading, emissions from construction vehicles, and chemicals used during construction. Fugitive dust emissions vary greatly during construction and are dependent on the amount and type of activity, silt content of the soil, and the weather. Vehicles moving over paved and unpaved

surfaces, demolition, excavation, earth movement, grading, and wind erosion from exposed surfaces are all sources of fugitive dust. Construction operations are subject to the requirements established in Regulation 4, Rules 52, 54, and 55, of the SDAPCD's rules and regulations.

Heavy-duty construction equipment is usually diesel powered. In general, emissions from diesel-powered equipment contain more nitrogen oxides, sulfur oxides, and particulate matter than gasoline-powered engines. However, diesel-powered engines generally produce less CO and less ROG's than do gasoline-powered engines. Standard construction equipment includes dozers, rollers, scrapers, dewatering pumps, backhoes, loaders, paving equipment, delivery/haul trucks, jacking equipment, welding machines, and pile drivers, among other common construction equipment that may be determined to be necessary for the proposed project.

Construction was broken into seven stages for modeling purposes: demolition, site preparation, grading, building construction, paving, and architectural coatings. As noted in Chapter 3.0, Project Description, the proposed project may be phased with respect to site construction and demolition. Construction would include demolition of approximately 11,892 square feet of building. The proposed project would replace the existing land uses with ~~11,454~~11,894 square feet of civic center uses with a potential to increase by 20,000 square feet, to a total of 32,454~~31,894~~ square feet of total floor area with the development of the maximum programmed expansion areas under the original proposed project as approved by City Council at the hearing on March 2, 2015. Emissions associated with construction were calculated using the CalEEMod assuming that construction would begin as early as January 2016, and would last for approximately 18 to 24 months. To obtain the worst-case estimate of emissions, the proposed project was modeled based on all 32,454 square feet of civic center uses being constructed in the 18- to 24-month period along with the parking structure and parking lot.

For the proposed parking structure it was estimated that 750 cubic yards per day would be exported during project excavation and grading. Modeling included a conservative estimate of cut and fill. This would result in a totaling of approximately 30,000 cubic yards total over the grading construction phase. Based on project plans, the actual total cut and fill quantity would be less. ~~Modeled construction equipment types and quantities were estimated based on similar projects.~~

Table 4.5-4 shows the total projected construction maximum daily emission levels for each criteria pollutant. The CalEEMod output files for construction emissions are contained in Appendix E. This analysis includes low VOC architectural coatings (paints) for interior surfaces that would not exceed 150 grams per liter per SDAPCD's Rule 67. It also includes watering the site two times per day during grading and excavation to reduce potential nuisance impacts and to ensure compliance with SDAPCD rules and regulations.

Year	ROG <sup>1</sup>	NO <sub>x</sub>	CO	SO <sub>x</sub> <sup>2</sup>	PM <sub>10</sub>	PM <sub>2.5</sub> <sup>1</sup>
2016	12.4	88.0	68.3	0.1	12.2	7.7
2017	60.0	40.9	32.6	0.1	3.0	2.5
<i>Maximum Day</i>	<i>60.0</i>	<i>88.0</i>	<i>68.3</i>	<i>0.1</i>	<i>12.2</i>	<i>7.7</i>
Significance Thresholds	250 <sup>2</sup>	250	550	250	100	100 <sup>2</sup>
<sup>1</sup> Thresholds for ROG and PM <sub>2.5</sub> was developed based on threshold development methodology used by the SCAQMD.						
<sup>2</sup> Emissions calculated by CalEEMod are for SO <sub>2</sub> .						

As shown in Table 4.5-4, maximum daily construction emissions associated with project construction would be below the significance thresholds. As the estimated emissions would not exceed the thresholds, the emissions would not result in concentrations in excess of the NAAQS or CAAQS. Therefore, construction air emissions would be less than significant.

## **b. Operation Emissions**

Operations emissions sources are divided into two categories, mobile sources (i.e., project-generated traffic) and area sources. Area sources include consumer products, architectural coatings, landscape maintenance equipment, on-site emergency generator, and natural gas used in space and water heating. Operations emissions generated by the proposed project were calculated using CalEEMod (CAPCOA 2013). For the purposes of computing the emissions, completion of construction and authorization for occupancy and operation, would occur in 2017. Since federal and state mandates, such as the federal CAFÉ standards, or the Pavley and Low Carbon Fuel standards at the state level, will cause exhaust emissions per vehicle to continue to improve in the future, the proposed project emissions would be worse in 2017, than in future years.

According to the Traffic Impact Study (see Appendix D), the proposed project would generate 93 additional daily trips, which is equivalent to a trip generation rate of about 4.5 trips per 1,000 square feet. The proposed project's daily trips were added to the 291 average daily trips for the existing use, resulting in a total of 384 daily trips. The SANDAG regional average trip length of 5.8 miles was used (SANDAG 2014).

A summary of the operational emissions generated by the proposed project are shown in Table 4.5-5. The CalEEMod output files for operation are contained in Appendix E.

<b>Table 4.5-5 Summary of Project Operation Emissions (pounds/day)</b>						
Source	ROG <sup>1</sup>	NO <sub>x</sub>	CO	SO <sub>x</sub> <sup>2</sup>	PM <sub>10</sub>	PM <sub>2.5</sub> <sup>1</sup>
Mobile	5.3	4.1	21.8	0.0	2.4	0.7
Area	2.6	0.2	0.2	0.0	0.0	0.0
<i>Total</i>	<i>7.9</i>	<i>4.3</i>	<i>22.0</i>	<i>0.0</i>	<i>2.4</i>	<i>0.7</i>
Significance Thresholds	250 <sup>1</sup>	250	550	250	100	100 <sup>2</sup>
<sup>1</sup> Thresholds for ROG and PM <sub>2.5</sub> was developed based on threshold development methodology used by the SCAQMD.						
<sup>2</sup> Emissions calculated by CalEEMod are for SO <sub>2</sub> .						

As seen in Table 4.5-5, the estimated generated emissions for the proposed project would be less than the significance thresholds for all criteria pollutants. Therefore, air quality impacts from operation of the proposed project would be less than significant.

### c. Temporary Relocation Site Emissions

As part of the temporary relocation of City Hall/Town Hall facilities, access improvements would be required to demolish the existing narrow driveway and replace it with an access point capable of allowing in/out access. The proposed access improvements would include the demolition of the existing driveway, curbs and gutter; grading of the enlarged driveway; and pouring a new apron with associated roadway surfacing immediately adjacent to the driveway. Overall, construction of these improvements is estimated to occur over a one-week period. These activities would be required prior to the relocation of the existing City Hall/Town Hall operations, and the start of demolition activities at the existing City Hall. However, to present a worst-case condition, the relocation access construction activities were overlapped with the first year of construction of the proposed project. The emissions estimates are presented in Table 4.5-6.

<b>Table 4.5-6 Summary of Relocation Access Construction Emissions (pounds per day)</b>						
Year 2016	ROG <sup>1</sup>	NO <sub>x</sub>	CO	SO <sub>x</sub> <sup>2</sup>	PM <sub>10</sub>	PM <sub>2.5</sub> <sup>1</sup>
Relocation Access	0.6	10.2	8.3	0.0	0.7	0.5
City Hall Construction	11.8	77.8	60.0	0.1	11.5	7.2
<i>Maximum Day</i>	<i>12.4</i>	<i>88.0</i>	<i>68.3</i>	<i>0.1</i>	<i>12.2</i>	<i>7.7</i>
Significance Thresholds	250 <sup>2</sup>	250	550	250	100	100 <sup>2</sup>
<sup>1</sup> Thresholds for ROG and PM <sub>2.5</sub> was developed based on threshold development methodology used by the SCAQMD.						
<sup>2</sup> Emissions calculated by CalEEMod are for SO <sub>2</sub> .						

As shown in Table 4.5-6, estimated construction emissions would remain well below the applicable thresholds and air quality impacts associated with construction would be less than significant.

Operation emissions associated with the temporary relocation of the City Hall/Town Hall facilities would not overlap with operation emissions from the existing facilities. Primary

operation emission sources are mobile sources from the parking lot and traffic on adjacent roadways, and area sources. The relocation of the City Hall and Town Hall would not generate additional traffic as compared to the existing facilities; and thus, no new or additional mobile source air emissions would be generated.

The temporary relocation site would not increase the need for landscaping equipment, space or water heating, or the application of architectural coatings over the existing conditions. However, an emergency generator may be located on the site and testing would occur monthly. This infrequent use of the generator would result in emissions well below the operation of the proposed project (see Table 4.5-5 above), which is less than the significance thresholds for all criteria pollutants. Therefore, air quality impacts from operation of the temporarily relocated City Hall/Town Hall facilities would be less than significant.

#### **4.5.4.3 Issue AIR-3: Increase in Particulates or Ozone**

Threshold AIR-3 states that impacts related to air quality would be significant if the proposed project would result in a cumulatively considerable net increase in any criteria pollutant (including ozone precursors) for which the SDAB is in non-attainment. As discussed in Section 4.5.1.3, the SDAB is classified as a federal non-attainment area for ozone and a state non-attainment area for ozone, PM<sub>10</sub>, and PM<sub>2.5</sub>.

As shown in Tables 4.5-4 and 4.5-5, emissions of ozone precursors (ROG and NO<sub>x</sub>), PM<sub>10</sub>, and PM<sub>2.5</sub> from construction and operation would be below the applicable thresholds. Therefore, the project would not generate emissions in quantities that would result in an exceedance of the NAQQS or CAAQS for ozone, PM<sub>10</sub>, or PM<sub>2.5</sub>, and impacts would be less than significant.

As shown in Table 4.5-6, emissions of ozone precursors (ROG and NO<sub>x</sub>), PM<sub>10</sub>, and PM<sub>2.5</sub> from construction of the temporary relocation site access improvements and the proposed project would be below the applicable thresholds. The temporary relocation of the existing City Hall/Town Hall facilities would not generate new or greater air emissions. Therefore, the activities associated with the relocation would not generate emissions in quantities that would result in an exceedance of the NAQQS or CAAQS for ozone, PM<sub>10</sub>, or PM<sub>2.5</sub>, and impacts would be less than significant. Therefore, the proposed project, including the temporary relocation at the Shores Park site, would not generate emissions in quantities that would result in an exceedance of the NAQQS or CAAQS for ozone, PM<sub>10</sub>, or PM<sub>2.5</sub>, and impacts would be less than significant.

#### **4.5.4.4 Issue AIR-4: Sensitive Receptors**

Threshold AIR-4 states that the proposed project would cause significant air quality impacts if it would expose sensitive receptors (including, but not limited to, schools, hospitals, resident care facilities, or daycare centers) to substantial pollutant concentrations including air toxics such as diesel particulates.

Sensitive receptors are people that have an increased sensitivity to air pollution or environmental contaminants. Sensitive receptor locations generally include schools, parks and playgrounds, day care centers, nursing homes, hospitals, and residential dwelling units.

Residential properties are located adjacent to both the project site and the temporary relocation site. Adjacent to the temporary relocation site is the Winston School, a private school for children grades 4 through 12.

The project does not include any substantial air emission sources, such as those associated with power plants or industrial and manufacturing uses. Therefore, the potential for exposure of sensitive receptors to substantial pollutant concentrations was evaluated through analysis of localized carbon monoxide concentrations, as well as exposure to diesel particulate matter during construction.

### **a. Localized Carbon Monoxide Impacts**

Localized concentrations of CO above the NAAQS and CAAQS have the potential to occur near congested intersections. High localized concentrations of CO are referred to as “CO hot spots.” Appropriate procedures and guidelines to determine whether a project poses the potential for a CO hot spot are contained in *Transportation Project-Level Carbon Monoxide Protocol* (CO Protocol) (U.C. Davis 1997). According to the CO Protocol, projects may worsen air quality if they increase the percentage of vehicles in cold start modes by 2 percent or more, significantly increase traffic volumes over existing volumes, or worsen traffic flow. The CO Protocol defines a significant increase in traffic as an increase in average daily traffic (ADT) of 5 percent or more from all roadways. Worsening traffic flow is defined for signalized intersections as increasing average delay by two seconds at intersections operating at LOS E or F, or causing an intersection that would operate at LOS D or better without the project, to operate at LOS E or F. Unsignalized intersections are not considered as potential candidates for CO hot spots because unsignalized intersections allow traffic to flow, avoiding the level and duration of idling associated with signalized intersections.

The intersection analysis for the proposed project is summarized in Section 4.4, Transportation/Traffic (see Tables 4.4-5 and 4.4-6). Based on the traffic analysis, only the intersection of Camino del Mar and 11<sup>th</sup> Street would operate at LOS E or F under the existing ~~plus project~~, or horizon year ~~plus project~~ scenarios, with or without the proposed project. All intersections analyzed for the project site are unsignalized. As indicated, unsignalized intersections do not typically generate CO hot spots due to the relatively lower volumes and short delays.

The proposed project includes the temporary relocation of City Hall/Town Hall functions and improvement of the southern driveway to allow for ingress and egress to the site. Based on the project traffic analysis, the temporary relocation would affect the intersections of Camino del Mar and 9<sup>th</sup> Street and the intersection of Camino del Mar and 4<sup>th</sup> Street/Del Mar Heights Road, both of which are signalized. However, Camino del Mar and 9<sup>th</sup> Street would operate at LOS C or better under all scenarios, and while the intersection of Camino del Mar and 4<sup>th</sup> Street/Del Mar Heights Road would operate at LOS F during the PM peak period, the proposed project would not cause a significant increase in delay. Thus, the temporary relocation of City Hall facilities would not generate CO hot spots.

As demonstrated above, the proposed project, including temporary relocation to the Shores Park site, would not expose sensitive receptors, including residents and students at the Winston School to substantial CO concentrations and impacts would be less than significant.

### **b. Diesel Particulate Matter**

Construction of the proposed project and associated infrastructure would result in short-term diesel exhaust emissions from on-site heavy-duty equipment. Particulate exhaust emissions from diesel-fueled engines (diesel PM) were identified as a Toxic Air Contaminant (TAC) by CARB in 1998. Construction of the proposed project, including improvements at the temporary relocation site, would result in the generation of diesel PM emissions from the use of off-road diesel equipment required for site grading and excavation, paving, and other construction activities and on-road diesel equipment used to bring materials to and from the project site.

Generation of diesel PM from construction projects typically occurs in a single area for a short period. The dose to which the receptors are exposed is the primary factor used to determine health risk. Dose is a function of the concentration of a substance or substances in the environment and the extent of exposure that person has with the substance. Dose is positively correlated with time, meaning that a longer exposure period would result in a higher exposure level for the Maximally Exposed Individual. According to the Office of Environmental Health Hazard Assessment (OEHHA), health risk assessments, which determine the exposure of sensitive receptors to toxic emissions, should be based on a 30-year exposure period, which is considered the typical occupancy period for a resident. OEHHA also recommends assessing the 9- and 70-year exposure periods to show the range of cancer risk based on residency periods shorter or longer than the typical period. However, risk assessments should be limited to the period/duration of the source/activities associated with the TAC emissions. Thus, if the duration of proposed construction activities near any sensitive receptor were 18 months, the exposure would be less than 5 percent of the total exposure period (30 years) used for health risk calculation.

As a result, diesel PM generated by construction of the proposed project would not create conditions where the probability is greater than 10 in 1 million of contracting cancer for the Maximally Exposed Individual or to generate ground-level concentrations of non-carcinogenic TACs that exceed a Hazard Index greater than 1 for the Maximally Exposed Individual. Additionally, with ongoing implementation of U.S. EPA and CARB requirements for cleaner fuels; diesel engine retrofits; and new, low-emission diesel engine types, the diesel PM emissions of individual equipment would be substantially reduced over the years as the proposed project construction continues.

Furthermore, the temporary relocation site would require minimal improvements for widening of the access driveway, and placement and removal would be conducted within one week, which due to the short time frame would not result in a cancer risk greater than 10 in a million. Therefore, the proposed project, including temporary relocation to the Shores Park site, would be less than significant.

#### 4.5.4.5 Issue AIR-5: Objectionable Odors

Threshold AIR-5 states that the proposed project would cause significant air quality impacts if it would create objectionable odors affecting a substantial number of people.

During construction, or placement and removal of the temporary facilities on the Shores Park site, use of diesel-powered vehicles and equipment could create temporary, localized odors. However, due to the limited duration, odor impacts would be less than significant.

Operation of the proposed project would not create the addition of any facilities known to produce objectionable odors, such as landfills, wastewater treatment plants, manufacturing plants, or agricultural activities. The proposed project would result in new mechanical equipment, such as an emergency generator at both the project site and the temporary relocation site that would emit diesel exhaust that would occasionally generate odors. Also, the proposed project would have an exhaust system for the parking garage that would vent in the southwestern side of City Hall. However, these odors associated with the generator would be limited to short durations during testing and would disperse rapidly in the atmosphere. Similarly, any minor odor associated with the garage ventilation would disperse rapidly in the atmosphere. Also included is a catering kitchen; however, this facility is not a full restaurant kitchen and would not be vented as such. Therefore, odor impacts from project operation would be less than significant.

### 4.5.5 Cumulative Impacts

The proposed project has been reviewed for cumulative impacts related to air quality in relation to each threshold for determining significance. Threshold AIR-2 and AIR-3 are based on a regional analysis of air quality which provides a cumulative analysis of air quality impacts. As detailed in Section 4.5.4.1 for Threshold AIR-2, the proposed project would be consistent with the RAQS and emissions would be consistent with what was assumed in the air quality plan, which demonstrates it would not have the potential to contribute to a cumulatively considerable impact related to consistency with the air quality plan. As detailed in Section 4.5.4.2 for Threshold AIR-3, the project construction and operational emission would be below applicable significance thresholds (refer to Tables 4.5.4 through 4.5-6) and would not violate any air quality standard or contribute substantially to an existing or projected air quality violation. Thus, cumulative air emissions would be less than significant.

Regarding Threshold AIR-4, since the project does not include any substantial air emission sources, such as those associated with power plants or industrial and manufacturing uses potential impacts to sensitive receptors were evaluated through analysis of localized carbon monoxide concentrations, as well as exposure to diesel particulate matter during construction. As discussed in Section 4.5.4.4, all intersections evaluated near the City Hall site are unsignalized, and therefore are not associated with CO hot spots due to the relatively lower volumes and short delays. Near the relocation site, analyzed intersections are signalized but no significant impact related to hot spots would occur. As discussed in Chapter 4.4, Section 4.4.4.1, a horizon year analysis was completed that evaluated the cumulative impacts on area intersections. This analysis showed that cumulative projects would either not result in a

deficient LOS by Year 2035 or would not contribute to significant change in delay at failing intersections. Thus, cumulative impacts related to exposure of sensitive receptors to carbon monoxide hot spots would be less than significant.

Additionally, no cumulative impacts related to exposure of sensitive receptors to diesel particulate matter would occur because no other construction activity is anticipated to occur in the vicinity of the City Hall or temporary relocation site when those sites are under construction. Therefore, cumulative impacts related to exposure of sensitive receptors to diesel particulate matter would be less than significant.

Regarding Threshold AIR-5, the only odors that would be generated by the proposed project are construction odors related to diesel exhaust and equipment. As no other construction projects are anticipated to occur within the vicinity of the City Hall site or the temporary relocation site at the same time as construction is planned, a significant cumulative impact related to odors would not occur.

### **4.5.6 Level of Significance Prior to Mitigation**

With respect to Threshold AIR-1, the proposed project would be consistent with existing land use designations for the site, and the relocation of the existing City administrative services and Town Hall to the Shores Park site would not be a new use. Therefore, the proposed project would be consistent with the assumptions used in the RAQS and would not conflict or obstruct its implementation; impacts, therefore, would be less than significant.

Thresholds AIR-2 and AIR-3 address the proposed project's contribution to existing or projected air quality violation. As shown in Tables 4.5-4 and 4.5-6, emissions during construction and operation, as well as operations at the temporary relocation facility at the Shores Park site are estimated to be less than the applicable thresholds for each criteria pollutant. Therefore, the proposed project emissions would not exceed standards for ozone, PM<sub>10</sub>, or PM<sub>2.5</sub>.

Threshold AIR-4 addresses exposure of sensitive receptors (including, but not limited to, schools, hospitals, resident care facilities, or daycare centers) to substantial pollutant concentrations including air toxics such as diesel particulates. Nearby intersections would not result in CO hot spots as all the project area intersections are unsignalized and would experience relatively short delays. With respect to the temporary relocation to the Shores Park, a significant delay at signalized intersections would not result from the proposed project. Therefore, impacts would be less than significant.

With respect to Threshold AIR-5 odors, the proposed project would not result in objectionable odors at either the project site or the temporary relocation site. Therefore, impacts would be less than significant.

### **4.5.7 Mitigation**

No mitigation is required.

## 4.6 Greenhouse Gas Emissions

The following section addresses the potential greenhouse gas (GHG) emissions associated with the construction and operation of the proposed project, including the temporary relocation of City administrative services and Town Hall to the Shores Park site. For this analysis, the GHG emissions that would be generated by the proposed project are compared to regional and state GHG emissions reduction targets. In addition, the proposed project is evaluated for consistency with other plans adopted for the purpose of reducing GHG emissions. A detailed background of, and the regulations associated with GHG as it relates to climate change, as well as the modeling of the estimated GHG emissions for the proposed project are included as Appendix F of this EIR (RECON 2015b).

### 4.6.1 Existing Conditions

#### 4.6.1.1 Global Climate Change Understanding

Global climate change is a change in the average weather of the earth, which can be measured by wind patterns, storms, precipitation, and temperature. The earth's climate has gone through periodic warming and cooling cycles, where extreme periods of cooling are termed "ice ages," followed by extended periods of warmth. For most of the earth's geologic history, these periods of warming and cooling have been the result of many complicated interacting natural factors that include: volcanic eruptions that spew gases and particles (dust) into the atmosphere; the amount of water, vegetation, and ice covering the earth's surface; subtle changes in the earth's orbit; and the amount of energy released by the sun (sun cycles).

Since the beginning of the Industrial Revolution around 1750, the average temperature of the earth has been increasing at a rate that is faster than can be explained by natural climate cycles alone. With the Industrial Revolution came an increase in the combustion of carbon-based fuels such as wood, coal, oil, natural gas, and biomass. Industrial processes have also created emissions not found in nature. These events have led to a marked increase in the emissions of gases shown to influence the world's climate. These gases, termed "greenhouse" gases, or GHGs, influence the amount of heat trapped in the earth's atmosphere. Because recently observed increased concentrations of GHGs in the atmosphere are related to increased emissions resulting from human activity, the current cycle of "global warming" is generally believed to be largely due to human activity. Because it is the collective of human actions taking place throughout the world that contributes to climate change, it is quintessentially, a cumulative issue. Further discussion of the global and localized climate effects is detailed in the Greenhouse Gas Analysis, included as Appendix F to this EIR.

There are numerous GHGs, both naturally occurring and artificial. Most GHGs have long atmospheric lifetimes, staying in the atmosphere hundreds or thousands of years. Table 1 in the Greenhouse Gas Analysis (see Appendix F) summarizes some of the most common GHGs, the atmospheric lifetime, and the global warming potential (GWP) assigned to the gases. Of the gases listed in that table, carbon dioxide, methane, and nitrous oxide are produced by both biogenic (natural) and anthropogenic (human) sources. These gases are the GHGs of primary concern in this analysis.

#### **4.6.1.2 State and Regional GHG Inventories**

The California Air Resources Board (CARB) performs statewide GHG inventories, which is divided into nine broad sectors of economic activity: agriculture, commercial, electricity generation, forestry, high GWP emitters, industrial, recycling and waste, residential, and transportation. Emissions are quantified in million metric tons of CO<sub>2</sub> equivalent (MMTCO<sub>2</sub>E). Table 2 of the Greenhouse Gas Analysis (see Appendix F) shows the estimated statewide GHG emissions for the years 1990, 2008, and 2011.

A San Diego regional emissions inventory was prepared by the Energy Policy Initiative Center (EPIC) in 2010. The sectors included in this inventory are somewhat different from those in the statewide inventory to reflect the local industries, and the built and natural environments. The EPIC 2010 emissions inventory for the San Diego region is shown in Table 3 of the Greenhouse Gas Analysis (see Appendix F). For both the statewide and regional emissions inventories, transportation-related GHG emissions contributed the most region-wide, followed by emissions associated with energy use.

#### **4.6.1.3 Del Mar GHG Inventories**

In March 2011, Del Mar worked with the International Council for Local Environmental Initiatives (ICLEI) to develop a government operations and community-wide GHG emissions inventory, which was accepted by the City Council in April 2011. These inventories are meant to establish the City's baseline GHG emissions and comprise the first step in developing and then implementing a climate action plan (CAP) for Del Mar (the CAP is ~~still~~ currently under development). Using the protocol developed by CARB, in conjunction with ICLEI, the California Climate Action Registry, and The Climate Registry for conducting both a community-wide inventory and government operations inventory, a community-wide GHG emissions inventory for Del Mar was conducted and is included in Table 4.6-1.

Sector	2005 Emissions in MTCO <sub>2</sub> E (% total) <sup>1</sup>	
Transportation	25,825	53%
Residential	10,279	21%
Commercial/Industrial	9,184	19%
Solid Waste	3,279	6.6%
Wastewater	210	0.4%
<b>TOTAL</b>	<b>48,776</b>	
SOURCE: ICLEI 2011.		
<sup>1</sup> Percentages may not total 100 due to rounding.		
MTCO <sub>2</sub> E = metric ton CO <sub>2</sub> equivalent		

As shown in Table 4.6-1, and similar to both the state and regional emissions estimates, transportation comprised the largest source of GHG emissions, generating approximately 53 percent of Del Mar's total 2005 emissions.

#### **4.6.1.4 Existing Regulatory Framework**

In response to rising concern associated with increasing GHG emissions and global climate change impacts, several plans and regulations have been adopted at the international, national, and state levels with the aim of reducing GHG emissions. A detailed description of those key applicable federal and state programs and regulations concerning GHG emissions and climate change is presented in the Greenhouse Gas Analysis (see Appendix F). This EIR section provides a brief overview of the applicable state goal setting actions and building regulations, and focuses on the City's regulations as they relate to greenhouse gas emissions, sustainability, and green building practices.

##### **a. State Goals and Regulations**

A series of executive orders (EO) (S-3-05 and B-30-15), established GHG emission reduction targets for the state of California for 2010, 2020, and 2050, and established an interim GHG emission reduction goal for the state of California by 2030 of 40 percent below 1990 levels. In response to EO S-3-05, the California legislature passed Assembly Bill 32 (AB 32), the "California Global Warming Solutions Act of 2006," which required CARB to adopt rules and regulations that would reduce statewide GHG emissions to 1990 levels by 2020. The CARB was also required to adopt the *Climate Change Scoping Plan: A Framework for Change (Scoping Plan)*, which identifies the main strategies California will implement to achieve the GHG reductions necessary to reduce forecasted business as usual (BAU) emissions in 2020 to the state's historic 1990 emissions level. CARB estimated that annual statewide GHG emissions were 427 MMTCO<sub>2</sub>E in 1990, and would reach 596 MMTCO<sub>2</sub>E by 2020 under a BAU condition. To achieve the mandate of AB 32, CARB determined that a 169 MMTCO<sub>2</sub>E (or approximately 28.5 percent) reduction in BAU emissions was needed by 2020.

Most recently, in 2014, CARB adopted the *First Update to the Climate Change Scoping Plan: Building on the Framework (First Update)* (CARB 2014). The *First Update* found that California is on track to meet the 2020 emissions reduction mandate established by AB 32, and noted that California could reduce emissions further by 2030. As part of the *First Update*, CARB also recalculated the state's 1990 emissions level using more recent global warming potentials identified by the Intergovernmental Panel on Climate Change. Using these recalculated levels and the revised 2020 emissions projections, CARB determined that achieving the 1990 emissions level by 2020 would require a reduction in GHG emissions of approximately 15 percent from the BAU conditions. Further details on the *Scoping Plan* and *First Update* are presented in the Greenhouse Gas Analysis included as Appendix F.

As noted above, transportation accounts for the largest share of the state's GHG emissions. Accordingly, a large share of the reduction of GHG emissions from the recommended measures addresses this sector. AB 1493 (Pavley), EO S-01-07—Low Carbon Fuel Standard, SB 375, and other vehicle and fuel programs, have targeted the transportation related GHG emissions through policies and standards related to passenger vehicles and light-duty trucks, transportation fuels, and regional targets for reducing passenger vehicle GHG emissions. All of these efforts contribute to the reduction goals for transportation related GHG emissions in the state and region.

Non-transportation related emissions, including the energy sector, have resulted in similar policies and programs to meet near-term and long-term GHG emissions goals. Included are enhanced energy-efficiency programs to provide incentives for customers to purchase and install more efficient products, as well as building and appliance standards to ensure that manufacturers and builders bring improved products to market. While energy efficiency accounts for the largest emissions reductions from this sector, other applicable land development measures, such as water conservation, materials use and waste reduction, and green building design and development practices, achieve additional emissions reduction.

To reduce GHG emissions from energy consumption, the state enacted the Renewables Portfolio Standard, which promotes diversification of the state's electricity supply and decreased reliance on fossil fuel energy sources. Originally adopted in 2002 with a goal to achieve a 20 percent renewable energy mix by 2020, the goal was increased in 2011 to 33 percent by 2020. In early 2015, new bills were introduced in the State Legislature, which, if enacted, would require an electrical corporation or local publicly-owned electric utility to adopt a long-term procurement strategy to achieve a target renewable energy mix of 50 percent by 2030.

The California Code of Regulations (CCR), Title 24, is referred to as the California Building Code, or CBC. It consists of a compilation of several distinct standards and codes related to building construction including, plumbing, electrical, interior acoustics, and energy efficiency. Of particular relevance to GHG reductions are the CBC's energy efficiency and green building standards found in Part 6 and Part 11, respectively. Under Title 24, new construction and major renovations must demonstrate a building's energy performance and efficiency.

The Green Building Standards Code, referred to as CalGreen, institutes mandatory minimum environmental performance standards for all ground-up new construction of non-residential and low-rise residential buildings, state-owned buildings, schools, and hospitals. It also includes voluntary tiers (I and II) with stricter environmental performance standards for these same categories of residential and non-residential buildings. Local jurisdictions must enforce the minimum mandatory requirements and may also adopt the Green Building Standards with amendments for stricter requirements. A more detailed summary of the mandatory and voluntary standards are included in the Greenhouse Gas Analysis included as Appendix F to this EIR.

## **b. Local Climate Action Planning**

The City recognizes that local governments play a lead role in both reducing GHG emissions and adapting to the potential impacts of climate change. As stated previously, in March 2011, Del Mar worked with ICLEI to develop both government operations and community-wide GHG emissions inventories. These inventories (discussed in Section 4.6.1.1 above) establish the City's baseline GHG emissions, which was determined to be year 2005 to tie to the state's 2005 inventory used in the Scoping Plan. The baseline GHG emissions were intended to be utilized in developing a CAP for Del Mar (as previously noted, the CAP is ~~still~~ currently under development). The City Council accepted this GHG emissions report in April 2011. Currently, City staff is working with citizen advisory groups to develop emission reductions for approval and have begun to the process for development of the City's CAP. The goal of the CAP will be to reduce GHG emissions, curtail global warming, and establish adaptation strategies for Del Mar in response to climate change.

City staff is also presently participating in SANDAG's Energy Road Map program to develop an energy action plan tailored to the unique characteristics of Del Mar. Del Mar's road map will provide a framework for the City to save energy in government operations and in the community, resulting in cost savings and benefits to the environment until the CAP is completed.

## **c. Del Mar Solar Energy Ordinance**

Chapter 23.20 of Del Mar's Municipal Code comprises the Del Mar Solar Energy Ordinance. The purpose of this ordinance is to decrease the City's dependence on nonrenewable energy sources through encouraging solar energy systems for the heating and cooling of new building spaces such as the proposed project. All conventional HVAC system needs are to be provided with an active, passive, or hybrid solar system for both space heating and cooling as follows:

**Space Heating:** "All new structures proposed or required to be heated shall to be provided with an active, passive, or hybrid solar space heating system. The solar space heating system shall be considered acceptable if it is designed to minimize the use of conventional energy sources consistent with the stated intent of this Chapter. The City Council may, from time to time, adopt by resolution, solar space heating guidelines intended to assist in the implementation of this Section. Required solar space heating systems shall at minimum

meet or exceed said guidelines adopted by the City Council, or shall consist of an alternative design, in which, in the opinion of the City, is sufficient to meet or exceed the stated intent of this Chapter.” (Municipal Code 23.20.040).

**Space Cooling:** “The installation of conventional air refrigeration systems will be discouraged in all structures. Permits for conventional air refrigeration systems when proposed, shall be at the discretion of the Design Review Board, or City Council on appeal. This section shall not apply to rooms where air refrigerants are necessary, such as medical treatment rooms, treatment rooms or rooms designed for the storage, maintenance, or processing of temperature sensitive materials or equipment.” (Municipal Code 23.20.040).

With respect to solar energy systems, all solar energy installations shall be delineated on preliminary plans and submitted for consideration as part of the project design process.

## 4.6.2 Impact Significance Thresholds

Based on Appendix G of the CEQA Guidelines, impacts related to GHG emissions would be significant if the proposed project would:

**Threshold GHG-1** Generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment; or

**Threshold GHG-2** Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emission of GHGs.

As stated in the Guidelines, these questions are “intended to encourage thoughtful assessment of impacts and do not necessarily represent thresholds of significance” (CEQA Guidelines, Appendix G, Initial Study Checklist).

When adopting these thresholds, the amended CEQA Guidelines allow Lead Agencies to consider thresholds of significance adopted or recommended by other public agencies, or recommended by experts, provided that the thresholds are supported by substantial evidence, and/or to develop their own significance threshold.

The City has not formally adopted its own GHG Thresholds of Significance for CEQA and is following guidance from the California Air Pollution Control Officers Association (CAPCOA) report *CEQA & Climate Change*, dated January 2008, for interim screening criteria to determine when a GHG analysis would be required (CAPCOA 2008) and to determine when a cumulatively significant contribution of GHGs has occurred. The 2008 CAPCOA Guidance was developed by an organization that has special knowledge in the area of Climate Change and the effects of GHG emissions on the atmosphere. Although the CAPCOA criteria are interim guidance, they represent a good faith effort to evaluate whether GHG impacts from a project are significant, taking into account the type and location of the proposed development, the best available scientific data regarding GHG emissions, and the current statewide goals and strategies for reduction of GHG emissions.

Based on available guidance from CAPCOA, the City uses a 900-metric-ton screening criterion as a point at which a project must prepare additional analysis. This is not to imply that a project above 900 MTCO<sub>2</sub>E would be considered significant; rather it acknowledges that smaller projects less than 900 MTCO<sub>2</sub>E would be highly unlikely to cause cumulatively considerable impacts due to GHG emissions and no further analysis is required. For projects that emit GHGs in excess of 900 MTCO<sub>2</sub>E annually, a more comprehensive GHG emissions analysis is required to demonstrate that the project design achieves the required reduction.

### **4.6.3 Methodology**

To evaluate the proposed project's net GHG emissions, emissions were calculated using California Emissions Estimator Model (CalEEMod). The emissions sources include construction (off-road vehicles), mobile (on-road vehicles), area (landscape maintenance equipment), energy, water and wastewater conveyance, and solid waste. As noted above, GHG emissions are estimated in terms of total MTCO<sub>2</sub>E emissions. The analysis methodology and input data are described in detail in the Greenhouse Gas Analysis (see Appendix F).

Table 4.6-2 provides a summary of the calculation methodology for each emission source calculated.

### **4.6.4 Impact Analyses**

#### **4.6.4.1 Issue GHG-1: GHG Emissions**

Threshold GHG-1 states that GHG emissions impacts would be significant if the proposed project would generate GHGs that may have a significant impact on the environment.

Under this threshold, projects are evaluated first against the City's screening level threshold of 900 MTCO<sub>2</sub>E. Projects that would surpass the 900 MTCO<sub>2</sub>E screening threshold must demonstrate a 28.3 percent reduction in GHG emissions when compared to a BAU condition.

#### **a. Comparison to Existing GHG Emissions**

In accordance with CEQA Guidance Section 15064.4(b)(1), this section considers the "extent to which the project may increase or reduce [GHG] emissions as compared to the existing environmental setting." The project site currently contains the existing City Hall, the Town Hall, other City facilities and open space. The temporary relocation site at the Shores Park is currently developed with unlit parking and does not contain any substantial source of GHG emissions. Table 4.6-3 below shows the existing land uses were calculated to emit 271 MTCO<sub>2</sub>E in 2015, and the proposed project is anticipated to emit 544 MTCO<sub>2</sub>E annually. Therefore, the GHG emissions from the proposed project would be greater than the existing emissions and would increase emissions over and above existing conditions by 273 MTCO<sub>2</sub>E annually.

<b>Table 4.6-2 Calculation Methodology</b>		
Source	Existing	Project
Construction	No construction	Construction emissions were amortized over 30 years and added to operational emissions.
Vehicles	Vehicle emissions were calculated using vehicle emission factors for year 2015.	Vehicle emissions were calculated using vehicle emission factors for year 2020. Calculations also include a 3% reduction to account for LEV III and the Tire Pressure Program.
Energy	Energy emissions were calculated using 2005 Title 24 data and existing RPS factors for SDG&E.	<p>Energy emissions include increased energy efficiency per 2013 Title 24 standards. This includes the following increases over 2008 Title 24, Part 6 standards:</p> <ul style="list-style-type: none"> <li>• 21.8% for non-residential electricity</li> <li>• 16.8% for non-residential natural gas</li> </ul> <p>The proposed project would also include the use of Energy Star appliances. To account for the continuing effects of SDG&amp;E's Renewable Portfolio Standard through 2020, a 22.8% reduction was applied to the proposed project's electricity-related GHG emissions.</p>
Area	Area source emissions were calculated based on standard landscaping equipment and quantities. No fireplaces were included.	Area source emissions were calculated based on standard landscaping equipment and quantities. The proposed project would not include fireplaces.
Water	Standard water consumption rates and energy intensity factors were used to estimate emissions.	A 20% increase in indoor water use efficiency was included in the water consumption calculations in accordance with 2013 Title 24 Part 11 standards. To account for the continuing effects of SDG&E's Renewable Portfolio Standard through 2020, a 22.8% reduction was applied to the proposed project's electricity-related GHG emissions.
Solid Waste	Emissions were calculated using standard generation rates and emission factors.	Emissions were calculated using standard generation rates and emission factors. A 25 percent reduction in solid waste generation was included in the proposed project.

Source	Existing	Project	Increase Over Existing
Area	<1	<1	<1
Energy	83	203	120
Vehicles	139	208	69
Water	31	67	36
Solid Waste	18	44	26
<i>Operational Emissions</i>	271	523	252
<i>Construction Emissions</i>	--	21	21
<b>Total Emissions</b>	<b>271</b>	<b>544</b>	<b>273</b>

As shown in Table 4.6-3, the proposed project would result in a change to the GHG emissions from the existing condition; however, no emissions currently exist on the proposed temporary relocation site as it is currently used for overflow parking associated with the Winston School operating on a portion of the site and the Shores Park. As climate change is a global scale issue, it is not possible with current scientific knowledge to make a conclusion regarding the significance of the cumulative contribution of an individual project. The Sacramento Metropolitan Air Quality Management District (SMAQMD) has recognized “that there is no known level of emissions that determines if a single project will substantially impact overall GHG emission levels in the atmosphere” (SMAQMD 2014). Additionally, the San Joaquin Valley Air Pollution Control District (SJVAPCD) has concluded that “existing science is inadequate to support quantification of impacts that project specific GHG emissions have on global climatic change” (SJVAPCD 2009). There is no scientific or regulatory consensus regarding what particular quantity of GHG emissions is considered significant, and there remains no applicable, adopted numeric threshold for assessing the significance of a project’s emissions. Unlike criteria pollutants, GHG emissions and climate change are not localized effects, and their magnitude cannot be quantified locally (CAPCOA 2008). Therefore, the increase of approximately 273 MTCO<sub>2</sub>E per year, alone, is not a sufficiently informative or reliable indicator of the significance of the project’s GHG emissions.

## **b. Project GHG Emissions**

As shown in Table 4.6-3, total emissions associated with the proposed project (273 MTCO<sub>2</sub>E), including the proposed improvements and operation on the temporary relocation site, without consideration of the existing emissions, would be less than 900 MTCO<sub>2</sub>E annually. Thus, the GHG emissions due to the proposed project would be less than significant in accordance with CEQA guidance and CAPCOA thresholds. Furthermore, emission reduction measures have been included in the design of the proposed project and include increasing waste diversion consistent with CalRecycle goals and reducing water consumption by 20 percent in accordance with CalGreen, as well as building and construction techniques consistent with Title 24. The proposed project may include installation of a solar photovoltaic system, and while the proposed project would be

designed to achieve the goals of the Solar Energy Ordinance to the greatest extent feasible, solar improvements have not been considered in the calculation of energy consumption or GHG emissions. With consideration of state-wide GHG reduction regulations and project design features, GHG impacts would be less than significant.

#### **4.6.4.2 Issue GHG-2: GHG Plans, Policies, and Regulations Consistency**

Threshold GHG-2 states that GHG emissions impacts would be significant if implementation of the proposed project would conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing GHG emissions.

As discussed above, the City utilizes the CAPCOA report *CEQA & Climate Change* (CAPCOA 2008) for significance criteria. The 900 MTCO<sub>2</sub>E criterion used to determine significance under CEQA was designed to set the emission threshold appropriate to exclude small development projects that would contribute a relatively small fraction of the cumulative statewide GHG emissions. These smaller projects were determined to not conflict with the AB 32 mandate for reducing GHG emission (CAPCOA 2008).

As the proposed project, including the proposed improvements and operation on the temporary relocation site, would generate emissions below the 900 MTCO<sub>2</sub>E threshold, it would not conflict with the AB 32 mandate for reducing GHG emissions. Thus, the proposed project would be consistent with the goals and strategies of local and state plans, policies, and regulations aimed at reducing GHG emissions from land use and development. Impacts therefore would be less than significant.

#### **4.6.5 Cumulative Impacts**

As discussed in Section 4.6.1, impacts related to greenhouse gas emissions are cumulative in nature. Thus, the analysis provided in Section 4.6.4.1 provides a cumulative analysis and demonstrates that the proposed project would not make a considerable contribution to the global greenhouse gas cumulative impact. Cumulative impacts related to consistency with greenhouse gas plans, policies, and regulations would also be less than significant as the project would be consistent with applicable plans and policies and individual projects would also be required to demonstrate compliance. Thus, the proposed project would not make a considerable contribution to the existing cumulative impact related to global climate change.

#### **4.6.6 Level of Significance Prior to Mitigation**

For Threshold GHG-1, as shown in Table 4.6-3, the emissions associated with the proposed project, including the proposed improvements and operation on the temporary relocation site, are projected to be less than the 900 MTCO<sub>2</sub>E significance threshold as established by CAPCOA and used as City guidance. Emission reduction measures included in the proposed project design include installing Energy Star appliances, increasing waste reduction consistent with CalRecycle goals, achieving a Tier 1 CalGreen goal, and reducing

water consumption by 20 percent in accordance with CalGreen, as well as building and construction techniques consistent with Title 24 and City solar development goals. Thus, GHG emissions would be less than significant.

With respect to Threshold GHG-2, the proposed project would be consistent with the goals and strategies of local and state plans, policies, and regulations aimed at reducing GHG emissions from land use and development. Therefore, impacts from GHG emissions would be less than significant.

### **4.6.7 Mitigation**

No mitigation is required.

## 4.7 Noise

This section evaluates potential noise impacts associated with demolition, construction, and operation of the proposed project, including construction of the proposed driveway improvements and operations at the temporary relocation site at the Shores Park. Specifically, this section addresses potential noise impacts related to exposing persons to noise in excess of applicable noise standards and to temporary and permanent increases in ambient noise levels. It is based on the Noise Technical Report prepared by RECON and included as Appendix G-1 of this EIR.

To address the refinements in the conceptual project design (refer to Figure 3-2), as well as concerns raised during public review and at hearings, additional modeling and analysis was prepared to refine the impact and mitigation required for the proposed project and design options that may be selected by the City.

The two design options for 1050 Camino del Mar, that are summarized in Chapter 3.0, Project Description, are included in the analysis as follows:

- 1) Option to install a driveway approximately lined up with the alley immediately to the west (between 10<sup>th</sup> and 11<sup>th</sup> streets) connecting the surface lot with the parking garage. This would allow for the consideration of a gated access at the north end of the surface parking lot to limit direct access off 11<sup>th</sup> Street to oversize and emergency vehicles or for special events. The gate is not necessary for, or intended to, attenuate noise, and is anticipated to be an open design. In this option, as shown for the refined conceptual site plan, the parking garage exhaust fan would be located immediately south of the internal driveway mounted on the western wall of the parking garage. All other mechanical, operational, and special event assumptions would be the same as the refined project design.
- 2) Option to install a driveway approximately lined up with the alley immediately to the west (between 10<sup>th</sup> and 11<sup>th</sup> streets) connecting the surface lot with the parking garage. This would allow for the consideration of a gated access at the north end of the surface parking lot to limit direct access off 11<sup>th</sup> Street to oversize and emergency vehicles or for special events. The gate is not necessary for, or intended to, attenuate noise, and is anticipated to be an open design. In this option, the garage exhaust fan would discharge vertically from a shaft located at the southeastern side of City Hall. Also for this design option the Town Hall Terrace would be gated and limited to approximately 300 square feet of usable space for City employees and an access walkway. The remaining area would be removed structurally and replaced with a recessed garage access. All other mechanical,

operational, and special event assumptions would be the same as the refined project design.

The analysis of the refined conceptual site plan and above described design options has been incorporated into this section. The modeling data for this supplemental analysis is included as Appendix G-2 of this EIR.

New graphics to reflect the analysis of the refined conceptual site plan and the design options have been added to the EIR and all figures in this section have been moved to the end of the EIR section. The numbering of the new figures follows the last figure included in the Draft EIR circulated for public review which was Figure 4.7-6. Also, a reference in the text has been included to note if the figure is “added” or “refined.”

## **4.7.1 Existing Conditions**

### **4.7.1.1 Environmental Setting**

The dominant source of noise in the vicinity of the proposed project, for both the project site and the temporary relocation site, is vehicle traffic on local roadways, specifically Camino del Mar, immediately to the east of the project site and the Shores Park. Land uses adjacent to the project site include single-family housing, a hotel, and commercial land uses. Surrounding the temporary relocation site are single-family (detached) and multi-family (attached) residential, hotel, and commercial land uses, as well as the Winston School immediately adjacent, and the upper pad of the Shores Park with a community meeting building and the playfields. No industrial, manufacturing, or other noisy land uses such as mineral extraction occur in the project area.

#### **a. Existing Noise Levels**

To determine the existing noise conditions, noise measurements were taken on the project site, temporary relocation site, and in the surrounding vicinity on July 14 and August 18, 2015, by RECON. The results of the short-term noise measurements are summarized in Table 4.7-1, and detailed measurement files are provided in the Noise Technical Report included as Appendix G-1. The noise measurement locations are shown in Figure 4.7-1. As shown in the table, noise levels ranged from approximately 53 to 62 A-weighted decibels average sound level [dB(A)  $L_{eq}$ ]. Noise sources included vehicle traffic, trains, small aircraft, pedestrians, and the ocean.

Site*	Location	Primary Noise Source(s)	L <sub>eq</sub> dB(A)
1	West of southwestern entrance to project site near TV Station Building	Traffic on Camino del Mar	59.9
2	North of TV station building, 5 feet east of western property line	Traffic on Camino del Mar	52.9
3	Northwest corner of project site	Traffic on Camino del Mar	54.6
4	50 feet east of Camino del Mar	Traffic on Camino del Mar	61.9
5	Southeast of Temporary Relocation Site	Traffic on Camino del Mar	54.70†
6	Stratford Court and Little Orphan Alley	Traffic on Stratford Court	56.6

\*The Site ID number corresponds to locations shown on Figure 4.7-1.  
†Noise level reported does not include trash truck operating during measurement.

Noise level measurement locations 1 through 3 were chosen to characterize ambient noise levels at the project site and in the immediate vicinity along 10<sup>th</sup> and 11<sup>th</sup> streets. Measurement location 4 was chosen to assist in the calibration of the traffic noise model. Measurement locations 5 and 6 were chosen to characterize ambient noise levels at the temporary relocation site and in the immediate vicinity along Stratford Court. During the noise measurement at location 4, a trash truck was operating in the vicinity between 9:38 a.m. and 9:39 a.m. and 9:43 a.m. and 9:44 a.m., which increased the measured noise level to 72.4 dB(A) L<sub>eq</sub>. To determine the typical daytime noise levels, the noise levels associated with the trash truck operation were removed from the measurement which resulted in a noise level of approximately 54.7 dB(A) L<sub>eq</sub>.

## b. Existing Traffic Noise

Based on noise measurements and traffic counts, existing traffic noise levels were modeled at 50 feet from the centerline along roadways in the proposed project vicinity, as well as the temporary relocation site. Traffic data and predicted noise levels are summarized in Table 4.7-2. Based on the existing traffic volumes, existing ambient noise levels due to 24-hour traffic patterns were calculated to be 64 community noise equivalent level (CNEL) at 50 feet from the centerline of Camino del Mar in the vicinity of the project site and 59 CNEL 50 feet from Stratford Court near the temporary relocation site. These noise levels are consistent with the measured noise levels at these locations.

Roadway	Segment	Traffic Volume ADT	Noise Level CNEL* at 50 feet
Camino del Mar	4 <sup>th</sup> Street to 12 <sup>th</sup> Street	18,756	64
Stratford Court	4 <sup>th</sup> Street to 9 <sup>th</sup> Street	768	59

\*The CNEL is estimated to be equivalent to the peak hour L<sub>eq</sub>.  
ADT = average daily traffic; CNEL = community noise equivalent level

### **c. Sensitive Noise and Vibration Receptors**

Sensitive receptors are generally considered to be humans engaged in activities such as talking, reading, and sleeping that may be subject to the stress of significant interference from noise. Land uses often associated with sensitive receptors include residential dwellings, mobile homes, hotels, motels, hospitals, nursing homes, education facilities, and libraries. Noise sensitive land uses within or adjacent to the project site are predominantly residential, with some lodging, and a school in proximity to the temporary relocation site.

#### **4.7.1.2 Existing Regulatory Framework**

##### **a. Del Mar Community Plan Transportation Noise Compatibility**

The City goals for transportation noise sources are published in the Community Plan Transportation Element, Noise Section (March 1976, incl. 1985 amendments). This section of the Community Plan identifies 65 CNEL as the maximum noise level compatible with residential land uses. The Community Plan has no transportation noise source requirements applicable to compatibility with commercial and retail uses.

##### **b. Del Mar Municipal Code Property Noise Level Limits**

Section 9.20.040 of the City's Municipal Code identifies noise limits based on zoning and states that:

- A. Unless otherwise specified, it shall be unlawful for any person(s) to cause noise by any means to the extent that the one-hour average sound level exceeds the applicable limit given in the following table at any location in the City of Del Mar beyond the premises on which the noise is produced, as measured pursuant to the provisions of this Chapter. The noise subject to these limits is that part of the total noise at the specified location that is due solely to the action of said person(s).
- B. The noise limits specified in subsection (A) above shall be adjusted as follows to account for the effects of time and duration on the impact of noise levels:
  1. Noise that is produced for no more than a cumulative period of 30 minutes in any hour may exceed the noise limit by 3 decibels.
  2. Noise that is produced for no more than a cumulative period of 15 minutes in any hour may exceed the noise limit by 6 decibels.
  3. Noise that is produced for no more than a cumulative period of 10 minutes in any hour may exceed the noise limit by 8 decibels.
  4. Noise that is produced for no more than a cumulative period of 5 minutes in any hour may exceed the noise limit by 11 decibels.

5. Noise that is produced for no more than a cumulative period of 2 minutes in any hour may exceed the noise limit by 15 decibels.
- C. For purposes of this chapter, the peak decibel reading for a noise with a fluctuating noise level (such as live or recorded music) shall be considered as the noise level for the entire cumulative period of noise. Likewise, the time between repetitive intermittent noises (such as banging, pounding, or hammering) shall be included in the cumulative of the noise.
- D. If the measured ambient level exceeds the applicable limit noted above, the allowable one-hour average sound level shall be the ambient noise level.
- E. The sound level limit at a location on a boundary between two zoning districts is the arithmetic mean of the respective limits of the two districts.
- F. Fixed-location public utility distribution or transmission facilities located on or adjacent to a property line shall be subject to the noise level limits of this Chapter, measured at or beyond six (6) feet from the boundary of the easement upon which the equipment is located.

The applicable noise limits are summarized in Table 4.7-3.

<b>Table 4.7-3 Municipal Code Section 9.20.040 Noise Level Limits</b>		
Property Receiving Noise	Time of Day	One-Hour Average Sound Level [dB(A)] Limit
R1-5 – Medium Density Single Family Residential R1-5B – Medium Density Single Family Residential – Beach R1-10 – Low Density Residential R1-10B – Low Density Residential – Beach R-2 – High Density Mixed Residential R1-14 – Modified Low Density Residential R1-40 – Very Low Density Residential RM-East – Medium Density Single-Mixed Residential – East RM-West – Medium Density Mixed Residential – West RM-Central – Medium Density Mixed Residential – Central RM-South – Medium Density Mixed Residential – South OS Overlay – Open Space Overlay Zone	7:00 a.m. to 10:00 p.m. 10:00 p.m. to 7:00 a.m.	50 40
NC – North Commercial Zone RC – Residential-Commercial Zone CC – Central Commercial Zone PC – Professional Commercial Zone BC – Beach Commercial Zone VC – Visitor Commercial Zone	7:00 a.m. to 10:00 p.m. 10:00 p.m. to 7:00 a.m.	60 50
RR – Railroad Right-of-Way Zone	7:00 a.m. to 10:00 p.m. 10:00 p.m. to 7:00 a.m.	60 55

While public facilities are not listed as a regulated zone in Table 4.7-3, the proposed uses associated with the project would be similar to the adjacent office uses in commercial zones which have a maximum noise level limit of 60 dB(A)  $L_{eq}$  during the daytime (7:00 a.m. to 10:00 p.m.) and 50 dB(A)  $L_{eq}$  during the nighttime (10:00 p.m. to 7:00 a.m.) beyond the property line. However, as stated in Section 9.20.040(E) of the Municipal Code, when two adjoining properties are within different zones, and in turn have different standards for the noise limit, the sound level limit at the boundary between the two zoning districts is the arithmetic mean of the respective limits of the two districts. Thus, assuming the City Hall/Town Hall property is utilizing the noise level limits designated for commercial, and most of the adjacent properties are residential which is 50 dB(A)  $L_{eq}$  daytime and 40 dB(A)  $L_{eq}$  nighttime, the average of the limits would be 55 dB(A)  $L_{eq}$  during the daytime and 45 dB(A)  $L_{eq}$  during the nighttime.

Similarly the temporary relocation site at the Shores Park is zoned Public Facilities (PF). Therefore, the applicable sound level limits between the temporary relocation site and the adjacent residential uses are 55 dB(A)  $L_{eq}$  during the daytime and 45 dB(A)  $L_{eq}$  during the nighttime.

### **c. Del Mar Municipal Code Construction Noise Level Limits**

Section 9.20.050 of the City's Municipal Code identifies construction noise level limits and states that:

Any person who operates powered construction or landscape equipment and/or who erects, constructs, demolishes, excavates for, alters or repairs any building or structure within the City of Del Mar in such a manner as to cause noise to be received beyond the boundaries of the property on which the construction work is occurring shall comply with the following:

- A. No construction work shall be performed on Sundays or City holidays.
- B. No construction work shall be performed before 9:00 a.m. or after 7:00 p.m. on Saturday.
- C. No construction work shall be performed before 7:00 a.m. or after 7:00 p.m. on Monday through Friday.
- D. Construction activity shall not cause an hourly average sound level greater than 75 decibels on property zoned or used for residential purposes.
- E. Exception: A person may perform construction work on the person's own property, provided such construction activity is not carried on for profit or livelihood, between the hours of 10:00 a.m. and 5:00 p.m. on Sundays and City holidays.

## 4.7.2 Impact Significance Thresholds

Based on Appendix G of the CEQA Guidelines, impacts related to noise would be significant if the proposed project would result in:

- Threshold NOS-1** Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies;
- Threshold NOS-2** Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels;
- Threshold NOS-3** A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project;
- Threshold NOS-4** A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project;
- Threshold NOS-5** For projects located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels; or
- Threshold NOS-6** For projects within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels.

Because the project site is not located within an airport land use plan or within two miles of a public or private airport or airstrip, Thresholds NOS-5 and NOS-6 are not addressed in this EIR. Further, there is no cumulative impact related to Threshold NOS-5 and NOS-6, and the proposed project would not result in any impact.

## 4.7.3 Methodology

Future noise levels associated with proposed project construction and operation were predicted at thirteen locations in the vicinity of the project. The majority of locations were chosen to represent surrounding residences or the property lines between adjacent uses. The receiver locations and on-site land uses are shown in Figures 4.7-1-2 and 4.7-3, and listed in Table 4.7-4.

Receptor ID	Address	Land Use
1	Western Property Line	Public Facilities
2	234 10th Street	Residential
3	225 11th Street	Residential
4	220 10th Street	Residential
5	219 11th Street	Residential
6	1023 Stratford Court	Residential
7	1005 Stratford Court	Residential
8	944 Camino Del Mar	Commercial
9	233 10th Street	Residential
10	227 10th Street	Residential
11	223 10th Street	Residential
12	215 10th Street	Residential
13	234 11th Street	Residential
14	717 Stratford Court	Residential
15	715 Stratford Court	Residential
16	156 7th Street	Residential
17	790 Stratford Court	Residential
18	818 Stratford Court	Residential

To determine construction noise impacts, typical noise generated by demolition and construction equipment for each phase of construction and the location of sensitive receptors in relation to the construction activities, was evaluated. Significance was determined based on the City's Municipal Code Section 9.20.050 construction noise limits.

To determine the operational traffic noise impacts, future traffic volumes were modeled to determine the potential increase in noise levels. The existing conditions noise measurements were used to verify the accuracy of the noise modeling. Factors accounted for in the traffic noise modeling included average daily traffic, obtained from the project's traffic analysis prepared by STC Traffic, Inc. (see Appendixes D-1 and D-2), the distance between noise source and receiver, ground attenuation factors, and vehicle parameters such as classification or mix of vehicle types and travel speeds.

To determine the operational noise impacts from on-site noise sources, noise levels of proposed activities and equipment, i.e., mechanical ventilation, parking lots and driveways, and an emergency generator, as well as special events which include assembly of people and focused amplification of sound outside in the Del Mar Town Commons and Ocean View Terrace (refer to Figure 3-4 added for these locations), were modeled to determine compliance with the City Noise Ordinance. The noise measurements of existing conditions were used to validate the accuracy of the modeled noise levels. Factors accounted for in the operational noise modeling included equipment noise levels and parking lot activity levels, the distance between noise source and receiver, as well as ground attenuation factors and intervening structures.

A more detailed description of the methodology and assumptions used to analyze construction and operational noise impacts is provided in the Noise Technical Report (see Appendix G-1).

## 4.7.4 Impact Analysis

### 4.7.4.1 Issue NOS-1: Exceedance of Noise Standards

Threshold NOS-1 states that implementation of the proposed project would cause significant noise impacts if it would generate or expose persons to noise levels in excess of applicable standards.

#### a. Construction

##### *Project Site*

Construction activities would occur during daytime hours of 7:00 a.m. and 7:00 p.m. Monday through Friday, and Saturday between the hours of 9:00 a.m. and 7:00 p.m., and no work would be conducted on Sundays or City designated holidays. The noise levels from construction equipment associated with the proposed project were modeled and are shown in Table 4.7-5

Table 4.7-5 Project Site Projected Construction Noise Levels			
Equipment (Type)	Quantity (Count)	Individual $L_{max}$ at 50 feet (dB[A])	Cumulative $L_{eq}$ at 50 feet (dB[A])
Excavation/Grading			
Dozer/Loader	1	80	84
Excavator	1	85	
Dump Truck	1	84	
Building Construction			
Crane	1	80	82
Loader/Forklift	1	82	
Generator	1	70	
Paving			
Cement/Asphalt trucks	1	84	83
Rollers	2	84	
Finishwork			
Compressors	1	80	83
Generators	1	82	
Manlift	1	85	
SOURCE: Federal Transit Administration [FTA] 2006.			

Based on the noise levels presented in Table 4.7-5, the loudest activity would be associated excavation and grading activities. Using the loudest equipment noise level of 84 dB(A)  $L_{eq}$  as a reference, noise levels were calculated for receivers 1 through 13 as shown in

Table 4.7-6. Noise level calculations at receivers 14 through 18 are discussed under the “Temporary Relocation Site” discussion below.

Table 4.7-6 provides a list of receivers with their approximate resultant noise level.

Receptor ID	Address	Noise Level	Does noise level exceed standard?
1	Western Property Line	80	Yes
2	234 10th Street	80	Yes
3	225 11th Street	80	Yes
4	220 10th Street	76	Yes
5	219 11th Street	75	No
6	1023 Stratford Court	73	No
7	1005 Stratford Court	72	No
8	944 Camino Del Mar	71	No
9	233 10th Street	71	No
10	227 10th Street	70	No
11	223 10th Street	70	No
12	215 10th Street	69	No
13	234 11th Street	71	No
14	717 Stratford Court	83	Yes
15	715 Stratford Court	69	No
16	156 7th Street	72	No
17	790 Stratford Court	73	No
18	818 Stratford Court	63	No

Affected sensitive noise receivers as defined by the Municipal Code include single-family residences along 10<sup>th</sup> and 11<sup>th</sup> streets, and west of the project site. These locations are represented by receiver locations 2 through 13. As shown in Table 4.7-6, noise levels from construction would reach up to 80 dB(A)  $L_{eq}$  with maximum noise levels of up to 82 dB(A)  $L_{max}$ . These noise levels would exceed the City 75 dB(A)  $L_{eq}$  noise level limit for construction. Thus, construction of the proposed project would generate, and expose persons, to noise levels in excess of applicable standards, representing a significant impact (Impact NOS-1).

Construction practices used for the refined conceptual site plan and the design options would be the same as those analyzed above. Therefore, construction of the proposed project under any of the design options would generate, and expose persons, to noise levels in excess of applicable standards during construction, representing a significant impact (see Impact NOS-1).

### ***Temporary Relocation Site***

The temporary relocation site would require limited construction involving removal and reconstruction of the existing driveway to provide adequate access to the site, and placement/removal of the portables, with shallow trenching for utilities. The primary noise generating activities would be associated with the demolition of the existing driveway, loading of the materials into trucks, and the cement truck associated with paving. These activities are only expected to take two to three days and given the small working area, it is expected that only one piece of heavy construction equipment would be active at any one time. Based on this scenario, noise levels from construction equipment for the temporary relocation site are estimated to reach 75 dB(A)  $L_{eq}$  at distances of less than 50 feet. This reference noise level was used to calculate noise levels at receivers 14 through 18 shown in Table 4.7-6.

Affected sensitive noise receivers as defined by the Municipal Code in the vicinity of the temporary relocation site include single-family residences directly to the south ~~and across Stratford Court to the west~~. The demolition and construction of the driveway has the greatest potential to result in noise impacts as defined by the Municipal Code at surrounding residential properties due to the type of activities and proximity to residential property lines. As shown in Table 4.7-6, the nearest receiver to the driveway construction activities would be the residence located at 717 Stratford Court (Receiver 14), which noise levels from construction would reach up to 83 dB(A)  $L_{eq}$  with maximum noise levels of up to 87 dB(A)  $L_{max}$ . These noise levels would exceed the City 75 dB(A)  $L_{eq}$  noise level limit for construction. Thus, construction of the proposed driveway improvements at the temporary relocation site would generate, and expose persons, to noise levels in excess of applicable standards, representing a significant impact (Impact NOS-2).

The Winston School is located on a leasehold within the City's Shores Park property and the City's construction standards would not apply because there is no separate property line for the school. However, for purpose of disclosure, the following information is provided as part of this analysis.

The proposed driveway improvements would located approximately 200 feet away from the driveway construction area, and noise levels from construction would attenuate to approximately 63 dB(A)  $L_{eq}$  or less at the southernmost school building. As there are no applicable noise level limits per the Noise Ordinance, no threshold for impact under the existing regulations would apply. Further, construction would be very short term (2 to 3 days) and noise levels in the classrooms would be attenuated by the buildings; impacts would be less than significant.

## **b. Operation**

### ***Project Site***

The on-site noise sources include mechanical ventilation equipment, a standby generator, parking activities, and the amplified sound system. The mechanical equipment and generator would be located within the upper floor of the parking structure with the intake

and exhaust ports located on the south side of the property near the elevator shaft. Based on noise modeling, noise levels from the mechanical equipment alone would not exceed the allowable limits at any residential properties (see Appendix G-1 for details).

The amplified sound system would be located east of the City Hall building and north of the Town Hall building in the public plaza. These buildings would provide shielding for residences to the south and west. The amplified sound system would consist of relatively small satellite speakers located throughout the plaza area to localize noise near the audience. Based on the use of a satellite speaker system and the shielding provided by the proposed structures, noise levels from the amplified sound system alone would not exceed allowable noise level limits at adjacent properties (See Appendix G-1 for details).

The primary source of noise at the western property line would be associated with the lower surface parking lot. Of these operational noise sources, the parking activities (e.g., doors and trunks opening and closing, cars starting, accelerating, and stopping, tires squealing, etc.) are potentially the loudest with noise levels ranging from a sound power level ( $L_{pw}$ ) of 84 to 98.

All on-site noise sources were combined and modeled under a worst-case scenario where all spaces within the parking lot and structure have a vehicle either parking or leaving, and all mechanical equipment is operating at maximum output during the same hour. While this is an unlikely scenario, 13 noise receivers were placed to represent residences (receivers), and noise levels were calculated at each receiver as shown in Table 4.7-7. The location of receivers is shown on Figure 4.7-2.

Receiver	Zoning	Daytime/ Nighttime Noise Level Limit	Modeled Noise Level	Exceed Noise Level Limit (Daytime/ Nighttime)
1	Residential	55/45	48	No/Yes
2	Residential	55/45	54	No/Yes
3	Residential	55/45	55	No/Yes
4	Residential	55/45	47	No/Yes
5	Residential	55/45	46	No/Yes
6	Residential	55/45	43	No/No
7	Residential	55/45	38	No/No
8	Commercial	60/50	45	No/No
9	Residential	55/45	43	No/No
10	Residential	55/45	42	No/No
11	Residential	55/45	40	No/No
12	Residential	55/45	36	No/No
13	Residential	55/45	42	No/No

The modeled noise level contours were placed on the conceptual site plan and are shown in Figure 4.7-2. As shown, noise levels at the southern and western property line would not exceed the allowable daytime limits of 55 dB(A)  $L_{eq}$  but would exceed the nighttime property line limit of 45 dB(A)  $L_{eq}$  due to activities in the lower surface parking lot. It was determined that noise generated from inside the parking garage, on both floors combined, would not be a substantial contributor to this exceedance. Thus, while some parking noise from the garage may be heard at local properties, these noise levels would not exceed the applicable thresholds.

In conclusion, modeling results indicate that noise generated along the southern and western portion of the lower surface parking lot would generate, and expose persons, to noise levels in excess of applicable standards during the nighttime hours of 10:00 p.m. and 7:00 a.m. representing a significant impact (Impact NOS-3).

### **Refined Conceptual Site Plan**

As stated previously, in response to public comment on the Draft EIR and input received at community meetings and workshops, the project design has been refined (refer to Figure 3-2 refined). To address the refinements in the conceptual site plan, additional modeling and analysis was prepared and incorporated into the EIR to refine the analysis of the impacts and identification of mitigation required for the original conceptual site plan.

Similar to the original conceptual site plan, the on-site noise sources include mechanical ventilation equipment, which has been relocated to the western face of the parking garage, a standby generator in the southeastern corner intended for emergency use and required testing only, parking activities within the surface lot and the parking garage, and special events with an amplified sound system.

To refine the analysis further, both the typical daily operations (with all mechanical equipment operating and on-site vehicular circulation and parking activities) and the special event (with maximum occupancy, outdoor congregation of people, amplified sound, and vehicular circulation and parking activities) were modeled separately. With the special event scenario, the standby generator would be for emergency power and is not included in the model as it would not be running concurrent with a special event. See Figure 4.7-6 (added), which illustrates the locations for the analysis of proposed on-site mechanical equipment.

Based on noise modeling, as illustrated in Figures 4.7-7 (added) and 4.7-8 (added), noise levels from either the typical daily operations and the special events would not exceed the allowable limits at any residential properties during daytime hours. However, similar to the original conceptual site plan, the refined conceptual site plan noise levels would exceed the nighttime property line limit of 45 dB(A)  $L_{eq}$  due to activities in the lower surface parking lot and proposed exhaust system equipment proposed for this area.

In conclusion, modeling results indicate that noise generated along the southern, western and northern portion of the lower surface parking lot would generate, and expose persons, to noise levels in excess of applicable standards during the nighttime hours of 10:00 p.m.

and 7:00 a.m. representing a significant impact like that which was identified for the original conceptual site plan (see Impact NOS-3).

### **Design Options**

As stated above, two refined design options were noted in Chapter 3.0, Project Description, and have been addressed in the EIR. The following is a summary of the design options, and comparative analysis of impacts with the refined conceptual site plan in relation to the original conceptual site plan.

#### **Internal Garage Connection (No Change in Mechanical)**

This design option would include the addition of a driveway approximately lined up with the alley immediately to the west (between 10<sup>th</sup> and 11<sup>th</sup> streets) connecting the surface lot with the parking garage. This would allow for the consideration of a gated access at the north end of the surface parking lot to limit direct access off 11<sup>th</sup> Street to oversize and emergency vehicles or for special events. The gate is not necessary for, or intended to, attenuate noise, and is anticipated to be an open design. In this option, as shown for the refined conceptual site plan, the parking garage exhaust fan would be located immediately south of the internal driveway mounted on the western wall of the parking garage. The modeling and analysis of this option includes the additional driveway between the parking garage and surface parking lot. All other mechanical, operational, and special event assumptions would be the same as the refined conceptual site plan.

Based on noise modeling, as illustrated in Figures 4.7-9 (*added*) and 4.7-10 (*added*), noise levels from either the typical daily operations and the special events under the internal garage connection option, with no change in mechanical, would not exceed the allowable limits at any residential properties during daytime hours. It should be noted that the proposed gate would be an open design and would not result in any attenuation of noise associated. However, similar to the original conceptual site plan, the noise levels associated with this design option would exceed the nighttime property line limit of 45 dB(A)  $L_{eq}$  due to activities in the lower surface parking lot and from the proposed exhaust system equipment located on the western side of the parking garage.

In conclusion, modeling results indicate that noise generated along the western and northwestern corner of the lower surface parking lot would generate, and expose persons, to noise levels in excess of applicable standards during the nighttime hours of 10:00 p.m. and 7:00 a.m. representing a significant impact like that which was identified for the original conceptual site plan (see Impact NOS-3).

#### **Internal Garage Connection with Mechanical Relocation**

This design option would include the addition of a driveway approximately lined up with the alley immediately to the west (between 10<sup>th</sup> and 11<sup>th</sup> streets) connecting the surface lot with the parking garage. This would allow for the consideration of a gated access at the north end of the surface parking lot to limit direct access off 11<sup>th</sup> Street to oversize and emergency vehicles or for special events. The gate is not necessary for, or intended to,

attenuate noise, and is anticipated to be an open design. In this option, however, the garage exhaust fan would discharge vertically from a shaft located at the southeastern side of City Hall similar to the location analyzed for the original conceptual site plan. Also included in this design option the Town Hall Terrace would be gated and limited to approximately 300 square feet of usable space for City employees and an access walkway, and the remainder of Town Hall Terrace would be removed structurally and replaced with a recessed garage access. All other mechanical, operational, and special event assumptions would be the same as the refined conceptual site plan.

Based on noise modeling, as illustrated in Figures 4.7-11 (*added*) and 4.7-12 (*added*), noise levels from either the typical daily operations and the special events under this option would not exceed the allowable limits at any residential properties during daytime hours. However, similar to the original conceptual site plan and the design option above, the noise levels associated with this design option would exceed the nighttime property line limit of 45 dB(A)  $L_{eq}$  due to activities in the lower surface parking lot.

In conclusion, modeling results indicate that noise generated along the western and northwestern corner of the lower surface parking lot would generate, and expose persons, to noise levels in excess of applicable standards during the nighttime hours of 10:00 p.m. and 7:00 a.m. representing a significant impact like that which was identified for the original conceptual site plan (see Impact NOS-3).

### ***Temporary Relocation Site***

The primary operational noise sources associated with the temporary relocation site would be the wall-mounted heating, ventilation, and air conditioning (HVAC) units for the potable structures and the parking lot.

A variety of HVAC units were reviewed as possible equipment that may be used for the portable structures and all HVAC units were similar in noise ratings, with a sound power of approximately 88 to 89 decibels. While the HVAC contribute to the predicted noise levels, these sources are secondary to the parking lot noise.

As stated previously, the parking activities (e.g., doors and trunks opening and closing, cars starting, accelerating, and stopping, tires squealing, etc.) are potentially the loudest with noise levels ranging from 84 to 98  $L_{pw}$ . While the existing parking lot is currently being used as an overflow parking area for the Winston School and Shores Park and is not a new noise source, the use of the temporary relocation site would substantially increase parking activities within the parking lot. This increase in usage would only occur on occasions when there is a public meeting and the parking lot is full, which is anticipated to occur at night no more than once a month. Therefore, the estimated noise levels associated with parking are considered conservative and likely overestimate the typical parking noise impact.

As with the stationary source modeling conducted for the project site, all stationary sources were modeled as active at the same time to present a worst case analysis. That is, modeling included both HVAC units operating at maximum output for the full hour and all spaces in

the parking lot are parked or exited within the same hour. Noise levels were calculated at each receiver as shown in Table 4.7-8.

Receiver	Zoning	Daytime/ Nighttime Noise Level Limit	Modeled Noise Level	Exceed Noise Level Limit
14	Residential	55/45	51	No/Yes
15	Residential	55/45	47	No/No
16	Residential	55/45	46	No/Yes
17	Residential	55/45	52	No/Yes
18	Residential	55/45	51	No/Yes

As shown in Figure 4.7-3, noise from the temporary relocation site parking lot would not exceed the daytime noise levels limits of 55 dB(A)  $L_{eq}$  at any receiver; however, noise levels would exceed the nighttime noise level limit of 45 dB(A)  $L_{eq}$  at the properties immediately south of the temporary relocation site and across Stratford Court from the parking area. Thus, the temporary relocated operations at the Shores Park would generate, and expose persons, to noise levels in excess of applicable standards at the residence to the south and residences to the west across Stratford Court, during the nighttime hours of 10:00 p.m. and 7:00 a.m. representing a significant impact (Impact NOS-4).

The Winston School is located on a leasehold within the City's Shores Park property, therefore, the City's noise level limit standards would not apply because both uses occupy the same property. Nevertheless, this issue was further examined as shown on Figure 4.7-3. for purposes of disclosure.

The operation noise levels from parking lot activity would be 60 dB(A) at the façade of the southernmost school building. As stated before, the parking lot noise associated with the temporary relocated City administrative operations would not be a new noise source as parking currently exists in this area. During the daytime hours when students are in school, the parking operations would be intermittent as staff and public come and go. Further, the buildings would provide up to 30 dB(A) attenuation, reducing the interior noise levels to 30 dB(A)  $L_{eq}$  or less.

The highest noise level associated with a public meeting, which would occur after school hours. Parking lot noise levels during other periods of the day would not substantially increase noise levels at the Winston School over the existing conditions. Therefore, since no exceedance of applicable standards would occur; and impacts would be less than significant.

#### 4.7.4.2 Issue NOS-2: Vibration

Threshold NOS-2 states that impacts would be significant if the proposed project would result in the exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels.

##### a. Construction

###### *Project Site*

Proposed project construction equipment used during site excavation would have the greatest potential to generate vibrations that would affect local residential land uses. Construction equipment would include loaded trucks, an excavator, as well as a dozer or loader. Vibration levels from these pieces of equipment would generate vibration levels with a peak particle velocity (PPV) ranging from 0.009 to 0.013 inch per second (in/sec) PPV at the nearest residence. Human reaction to vibration is dependent on the environment the receiver is in, as well as individual sensitivity. As example, vibration outdoors are rarely noticeable and generally are not considered annoying. Typically, humans must be inside a structure for vibrations to become noticeable and/or annoying.

Based on several federal studies the threshold of perception is 0.035 in/sec. PPV, with 0.24 in/sec PPV being a distinctly perceptible (Caltrans 2013). Neither cosmetic nor structural damage of buildings occurs at levels below 0.1 in/sec PPV. Construction vibration levels, even at a worst-case of 0.013 in/sec PPV, and would be below the perception threshold; thus, groundborne vibration and noise impacts from construction would be less than significant.

Construction practices used for the refined conceptual site plan and the design options would be the same as those analyzed above. Therefore, similar to the original conceptual site plan, impacts would be less than significant.

###### *Temporary Relocation Site*

With respect to the temporary relocation facility, because proposed improvements would be limited to demolition, grading and paving of the existing driveway access, placement and removal of the portable structures, and shallow trenching for utilities, the vibration levels would be less than those calculated for the project site. Therefore, impacts associated with groundborne vibration and noise would similarly be less than significant for the temporary relocation site.

##### b. Operation

###### *Project Site*

While mechanical equipment may generate low levels of vibration in structures or mechanical systems, there are no known substantial sources of vibration associated with

proposed project operation. Therefore, groundborne vibration and noise impacts associated with the operation of the proposed project would be less than significant.

The operation, special events, and mechanical equipment proposed for the refined conceptual site plan and the design options would be the same as those analyzed above. Therefore, similar to the original conceptual site plan, impacts would be less than significant.

### ***Temporary Relocation Site***

Similar to the project site, the operations associated with the temporary relocation facility would have no operational equipment that would generate substantial groundborne vibration or noise. Therefore, impacts associated with groundborne vibration and noise would be less than significant.

#### **4.7.4.3 Issues NOS-3 and NOS-4: Ambient Noise Increase**

Thresholds NOS-3 and NOS-4 state that impacts would be significant if the proposed project would result in a substantial temporary or permanent increase in the ambient noise levels in the project vicinity above those levels existing without the project.

##### **a. Construction**

For both the project site and temporary relocation site, as discussed in Issue NOS-1, construction noise levels on both sites would exceed 75 dB(A)  $L_{eq}$  at a noise sensitive land use. The same construction practices would be used for the refined conceptual site plan and the design options. Therefore, temporary increases to ambient noise levels due to construction under the all project designs, as well as the temporary relocation site, would be significant (Impacts NOS-1 and NOS-2).

##### **b. Operation**

###### ***Project Site***

The proposed project would generate additional traffic related to the additional parking on-site, and therefore, existing and future traffic volumes on Camino del Mar were obtained from the Traffic Impact Analysis prepared by STC Traffic, Inc. (2015) and included as Appendix D-1 of this EIR. The threshold for traffic noise impacts is based on the Community Plan. The City's goal for transportation noise sources are published in the Community Plan Transportation Element, with 65 CNEL as the maximum noise level compatible with residential land uses. The Community Plan has no transportation noise source requirements applicable to compatibility with public facilities, or commercial and retail uses. Existing noise levels as shown in Table 4.7-2, were calculated to be 64 CNEL at 50 feet from the centerline of Camino del Mar in the vicinity of the project site

The increase in traffic would represent an increase of approximately 1 percent north of 11<sup>th</sup> Street and a 1.5 percent increase south of 10<sup>th</sup> Street. Relative to the existing noise levels

and traffic volumes, an increase in traffic of this level would result in a less than 1 CNEL increase in ambient noise levels and would not generally be perceptible to the average human ear. Therefore, direct traffic noise level increases associated with the proposed project would not exceed 65 CNEL, and would be less than significant.

Under the 2035 cumulative condition, the traffic increase on Camino del Mar without the proposed project would result in an approximate 1 CNEL increase over existing conditions. The proposed project's contribution to that increase would be less than a tenth of a decibel. As with the increase under the existing plus proposed project analysis, the increase of 1 decibel would not be considered a perceivable increase in the ambient noise environment. Therefore, cumulative traffic noise level increases associated with the proposed project would be less than cumulatively considerable.

A secondary effect of the proposed project would be related to an increase in noise levels at residential properties as a result of the new placement of buildings. Currently, the existing City Hall building and hearing chambers/TV studio provides shielding of noise from traffic on Camino del Mar for the residential properties located west of the project site. To disclose the change that the new placement of the buildings would have on traffic noise at these residences, two conditions were modeled based on the existing condition and the future completed project. Projected changes in traffic volumes from the Traffic Impact Analysis (see Appendix D-1) are also reflected in the modeling. The existing and future conditions are shown in Figures 4.7-5 and 4.7-6, respectively. As shown in these figures, the noise contours would be altered by the grading and leveling of the site, however, because the primary building would be raised along Camino del Mar, on the deck of the proposed parking garage, the new site design would offer similar noise shielding to residences located west of the project site. While, there would be a change in ambient noise levels with the removal of on-site buildings, this increase would not exceed the Community Plan Transportation Element goal of 65 CNEL, as the noise level in the existing condition is less than 65 CNEL at 50 feet from the roadway. Therefore, impacts would be less than significant.

The future traffic noise levels were also modeled for the refined conceptual site plan. As shown in Figure 4.7-13 (added), the noise contours would be altered by the grading and leveling of the site, however, similar to the original conceptual site plan, the buildings would be raised along Camino del Mar on the deck of the proposed parking garage offering similar noise shielding to residences located west of the project site. While there would be a change in ambient noise levels with the removal of on-site buildings and development of the refined conceptual site plan, like the original conceptual site plan, this increase would not exceed the Community Plan Transportation Element goal of 65 CNEL, as the noise level would be less than 65 CNEL at 50 feet from the roadway. Therefore, impacts would be less than significant.

### ***Temporary Relocation Site***

The temporary relocation of City Hall would create a redistribution of traffic that currently accesses City Hall. Existing traffic volumes on Stratford Court are 786 ADT. The existing City Hall generates 384 trips daily. This would increase the traffic volume on Stratford

Court to approximately 1,170 ADT, which would increase the noise levels from 59 CNEL to 61 CNEL at 50 feet from the centerline of Stratford Court. The increase in traffic is anticipated to result in a less than 2 dB(A) increase in ambient noise levels. As a 3 dB(A) increase is a barely perceivable in noise levels, and the increase would be temporary, the impacts from the redistribution of traffic associated with the temporary relocation site would be less than significant.

### 4.7.5 Cumulative Impacts

The proposed project has been reviewed for potential cumulative noise impacts for each applicable threshold for determining significance. Regarding, threshold NOS-1, the proposed project, including refined project design, as well as the two design options, would result in noise from construction that would expose sensitive noise receivers to noise levels in excess of City noise standards (Impact NOS-1). Additionally, demolition and construction of the proposed driveway improvements at the temporary relocation site would generate noise levels that exceed City noise level limits for construction (Impact NOS-2). These impacts would be mitigated to below a level of significance through implementation of MM-NOS-1 through MM-NOS-4. Compliance with the Municipal Code requirements for construction and operational noise are requirements that would be applied to applicable cumulative projects. Thus, each individual project would be required to demonstrate compliance with the Municipal Code requirements which would ensure a cumulative impact related would not occur. Thus, cumulative impacts related to compliance with noise standards are less than significant.

Regarding Threshold NOS-2, a cumulative impact related to exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels would not occur because no other construction projects would be located in the immediate vicinity of construction activities at either the City Hall site or the temporary relocation site during the time those sites are under construction. Thus, cumulative impacts related to vibration would be less than significant.

Regarding Thresholds NOS-3 and NOS-4, a cumulative impact associated with a substantial permanent, temporary, or periodic increase in ambient noise levels in the project vicinity would not occur because no cumulative projects have been identified in the immediate area that would have the potential to generate construction noise at the same time as the proposed project or that would contribute to substantial operational noise level increases. Thus, cumulative impacts associated with a substantial permanent, temporary, or periodic increase in ambient noise levels would be less than significant.

### 4.7.6 Level of Significance Prior to Mitigation

For Threshold NOS-1, construction at the project site (Impact NOS-1) and at the temporary relocation site (Impact NOS-2) has the potential to generate noise levels in excess of the City Noise Ordinance limits. In addition, operations at the project site (Impact NOS-3) and at the temporary relocation site (Impact NOS-4) have the potential to generate noise levels in excess of the City Noise Ordinance limits during nighttime hours of 10:00 p.m. and

7:00 a.m. These same impacts would occur for the refined project design, as well as the two design options. However, under both design options with the internal connection, the impacts at the north and south ends of the surface parking lot would be avoided and impacts would be reduced to the western and northwestern corner of the parking lot, and no impacts along the southern edge of the parking lot.

With respect to Threshold NOS-2, due to distance from adjacent structures, the proposed project would not generate substantial vibration at any local receiver during project construction or operation. Similarly, construction of the proposed driveway improvements and operation at the temporary relocation site would not have any activities or equipment that would generate substantial groundborne vibrations or noise. Therefore, impacts related to groundborne vibrations or noise would be less than significant for the proposed project, including the refined project design, as well as the two design options.

With respect to Thresholds NOS-3 and NOS-4, as discussed in Threshold NOS-1, construction noise levels on both sites would exceed 75 dB(A)  $L_{eq}$  at a noise sensitive land use. Therefore, temporary increases to ambient noise levels due to construction would be significant (Impacts NOS-1 and NOS-2). With respect to permanent increases in ambient noise levels, both the proposed project and temporary relocation site would not result in a permanent substantial increase in ambient noise levels. Therefore, permanent noise impacts would be less than significant for the proposed project, including the refined project design, as well as the two design options.

### 4.7.7 Mitigation

**MM-NOS-1:** To mitigate Impact NOS-1 (Project Site), during all phases of construction that would require equipment to be used outdoors, a noise barrier shall be erected along the entire length of the western property line of the project site. The top of the noise barrier shall be 10 feet above the existing grade, measured from the interior side of the barrier from the finished surface elevations of the western parking lot. The barrier may be constructed of any a material with a minimum weight of 2 pounds per square foot. Noise barriers must not have any gaps or perforations and may be constructed of, but are not limited to, 5/8-inch plywood, 5/8-inch oriented strand board, or hay bales. Alternatively, ~~a portion of the temporary barrier may be shortened if erected atop~~ the permanent barrier identified in MM-NOS-3, ~~if the minimum height of~~ may be constructed to replace a temporary noise attenuation barrier during construction at 10 feet above grade of the finished surface elevation of the western parking lot, in lieu of the construction of a temporary barrier ~~construction site is maintained.~~

**MM-NOS-2:** To mitigate Impact NOS-2 (Temporary Relocation Site), if the proposed driveway construction is selected for the project, during construction of the proposed driveway improvements at the temporary relocation site, the City shall monitor noise levels during construction, and if noise levels exceed 75 dB(A)  $L_{eq}$  at the property line on 717 Stratford Court (Receiver 14), a noise

barrier shall be erected beginning at the edge roadway and extending east 20 feet along the southern property line. The noise barrier shall be 10 feet above the existing grade and be constructed of a material with a minimum weight of 2 pounds per square foot with no gaps or perforations. Noise barriers may be constructed of, but are not limited to, 5/8-inch plywood, 5/8-inch oriented strand board, or hay bales. Alternatively, a portion of the temporary barrier may be shortened if erected atop the permanent barrier identified in MM-NOS-4, if the minimum height of 10 feet above grade of the construction site is maintained.

**MM-NOS-3:** To mitigate Impact NOS-3 (Project Site), depending on the project plan selected (e.g., refined conceptual site plan, internal garage connection (no change in mechanical), or internal garage connection with mechanical relocation), a noise barrier shall be erected along the entire length of the western property line in the lower (western) parking lot of the project sites as shown in Figures 4.7-14a (added) and 4.7-14b (added), Figures 4.7-15a (added) and 4.7-15b (added), or 4.7-16a (added) and 4.7-16b (added), reflective of the design option selected (Note: the mitigation is the same in both the a and b figure as coupled for each design option; the mitigation is presented overlaid onto the two modeling scenarios for informational purposes). The top of the noise barrier shall be measured from the finished surface elevation of the western parking lot. a minimum of 8 feet above the existing grade of the parking lot and The barrier shall be constructed of a material with a minimum weight of 2 pounds per square foot with no gaps or perforations. Noise barriers may be constructed of, but are not limited to, masonry block, concrete panels, 18-gauge steel sheets, 5/8-inch plywood, 5/8-inch oriented strand board, glass or plastic bricks, or hay bales. If wood is used as the primary barrier component, the fence boards must overlap or be of “tongue and groove” construction with a joining compound between the boards to ensure there would be gaps or holes in the fence. Additionally, if wood is used, annual inspection and maintenance must be conducted for the life of the project to ensure the barrier continues to perform to the minimum requirements.

**MM-NOS-4:** To mitigate Impact NOS-4 (Temporary Relocation Site), noise barriers shall be erected along the western property line of the temporary relocation site, west of the proposed surface parking lot, and for a length of 160 feet along the southern property line, beginning at the edge of the sidewalk (southeastern corner) and extending easterly, at the temporary relocation site. The top of the noise barriers shall be a minimum of 6 feet above the existing grade and be constructed of a material with a minimum weight of 2 pounds per square foot with no gaps or perforations. Noise barriers may be constructed of, but are not limited to, masonry block, concrete panels, 18-gauge steel sheets, 5/8-inch plywood, 5/8-inch oriented strand board, or hay bales. If wood is used as the primary barrier component, the fence boards must overlap or be of “tongue and groove” construction with a joining

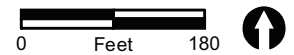
compound between the boards to ensure there would be gaps or holes in the fence. Additionally, if wood is used, annual inspection and maintenance must be conducted for the life of the project to ensure the fencing continues to perform to the minimum requirements. Upon completion of the project, and removal of all structures and temporary uses from the site, the noise barrier may be removed, or if it is to remain, no further maintenance would be required for mitigation purposes as outlined above. If nighttime activities do not occur at this site (e.g., hearings or workshops that would run past 9:30 p.m. allowing for departure of all attendees and staff before 10:00 p.m.), this noise attenuation barrier would not be required.

### 4.7.8 Significance After Mitigation

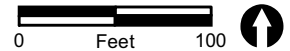
With the inclusion of mitigation measures MM-NOS-1 through MM- NOS-4, future noise levels from construction and operation would comply with the City Noise Ordinance and Impacts NOS-1 (Project Site), NOS-2 (Temporary Relocation Site), NOS-3 (Project Site) and NOS-4 (Temporary Relocation Site), would be reduced to a level of less than significant.









- Project Boundary
- Temporary Relocation Site
- Structure No Longer Present
- Noise Measurement Locations











**FIGURE 4.7-1**  
Noise Measurement Locations



- |  |  |
|--|--|
|  Project Boundary           | <b>dBA Leq</b>   |
|  Proposed On-site Buildings |  50 |
|  Receivers                  |  55 |
|  |  60 |

**FIGURE 4.7-2**  
City Hall Site Noise Contours  
(Original Conceptual Site Plan)



- |   |                             |  |
|---|-----------------------------|--|
|  | Temporary Relocation Site   | <b>dBA Leq</b>   |
|  | Structure No Longer Present |  50 |
|  | Relocation Buildings        |  55 |
|  | HVAC                        |  60 |
|  | Receivers                   |  |

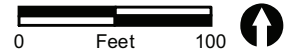


FIGURE 4.7-3

Temporary Relocation Site Noise Contours

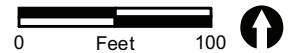
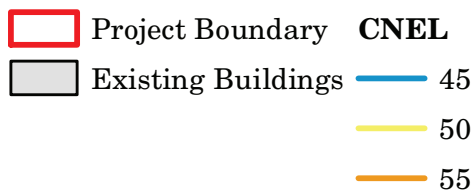
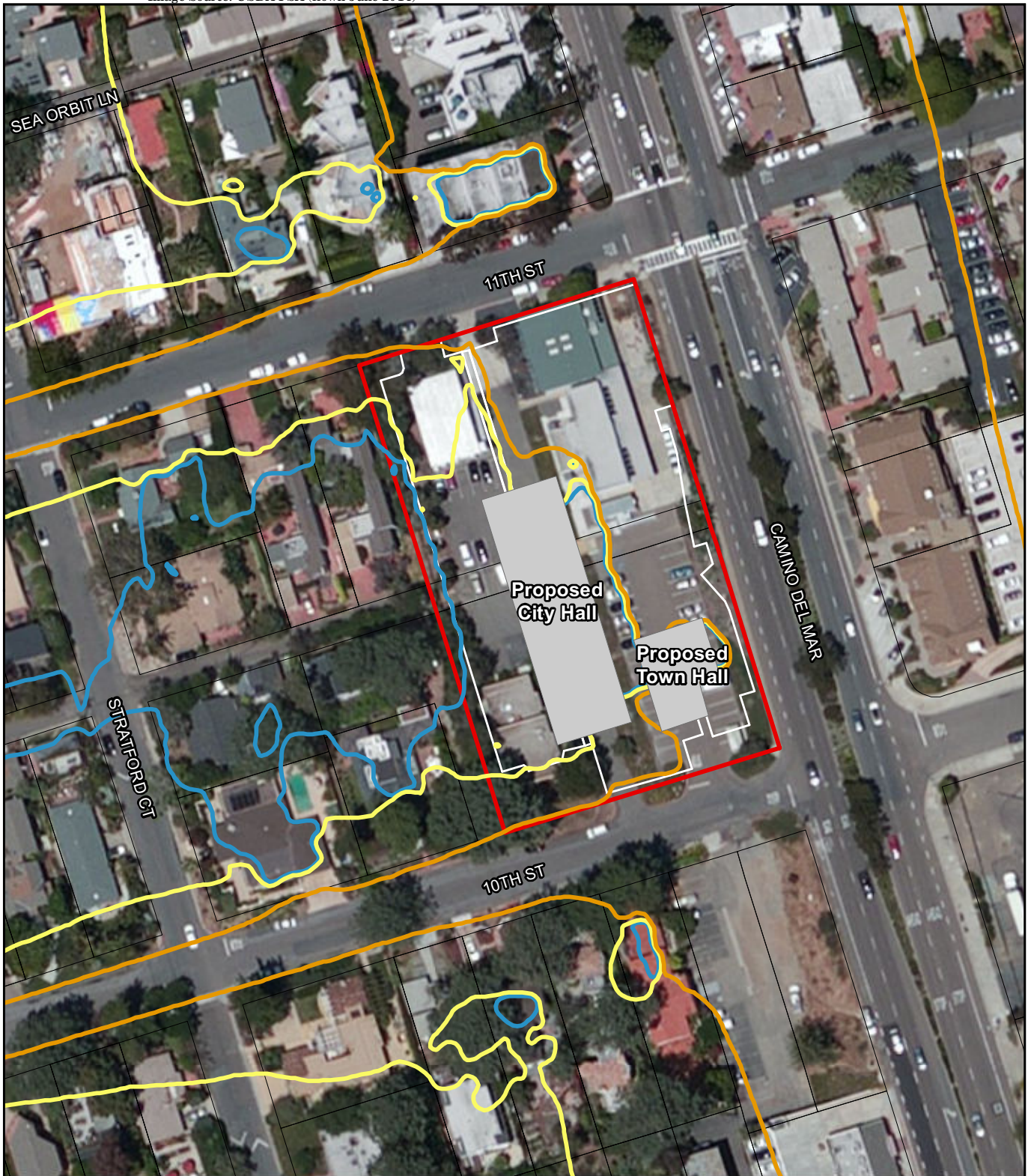
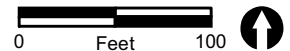


FIGURE 4.7-4



- Project Boundary
- Proposed On-site Buildings
- Parcel Lines
- CNEL**
- 45
- 50
- 55



**FIGURE 4.7-5**  
Original Project Site Plan  
Future Traffic Noise-Level Contours

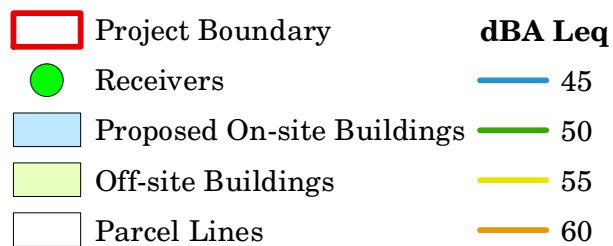


- Project Boundary
- ▲ Building Ventilation
- Garage Ventilation Refined Design and Restricted Surface Lot Option)
- Garage Ventilation (Southern Mechanical Placement with Restricted Access)
- Generator

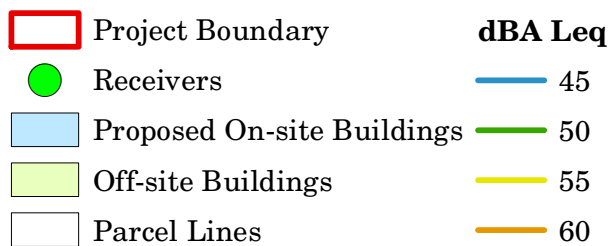
- Speakers
- Proposed On-site Buildings
- Off-site Buildings
- Parcel Lines
- Gathering Areas



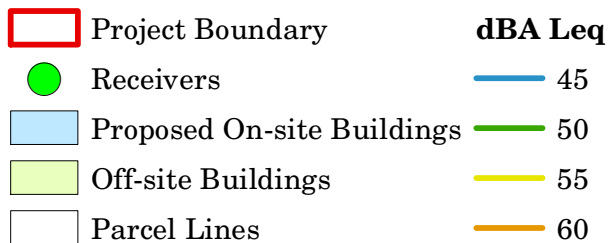
FIGURE 4.7-6



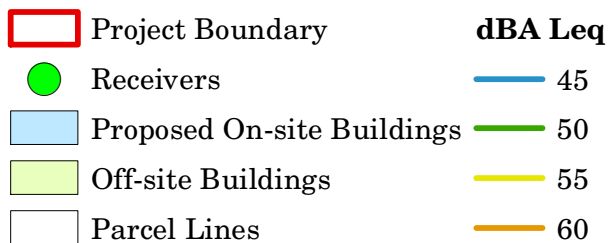
**FIGURE 4.7-7**  
 Refined Conceptual Site Plan:  
 Typical On-site Noise Level Contours without Mitigation



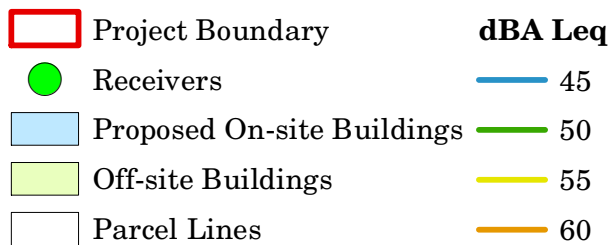
**FIGURE 4.7-8**  
 Refined Conceptual Site Plan:  
 Special Event On-site Noise Level Contours without Mitigation



**FIGURE 4.7-9**  
Internal Garage Circulation:  
Typical On-site Noise Level Contours without Mitigation

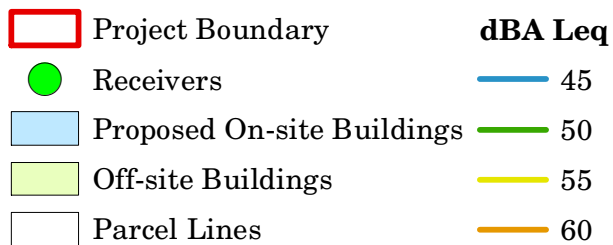


**FIGURE 4.7-10**  
Internal Garage Circulation:  
Special Event On-site Noise Level Contours without Mitigation



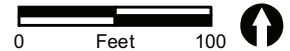
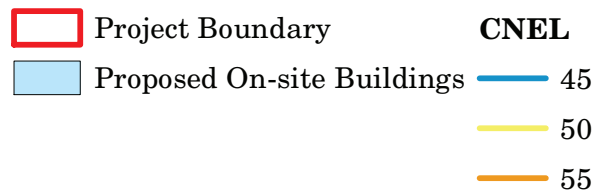
**FIGURE 4.7-11**

Internal Garage Circulation with Mechanical Change:  
Typical On-site Noise Level Contours without Mitigation

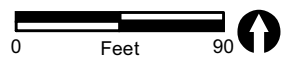
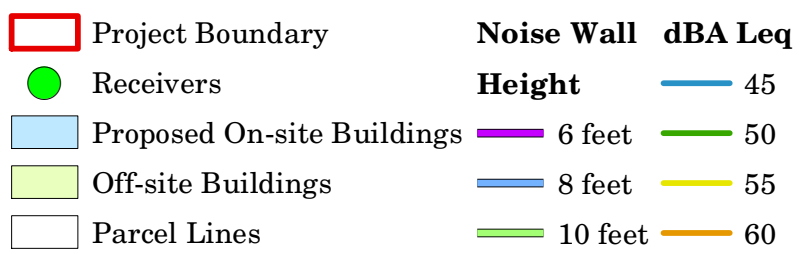


**FIGURE 4.7-12**

Internal Garage Circulation with Mechanical Change:  
Special Event On-site Noise Level Contours without Mitigation



**FIGURE 4.7-13**  
Refined Conceptual Site Plan  
Future Noise-Level Contours



**FIGURE 4.7-14a**  
Refined Conceptual Site Plan:

Typical On-site Noise Level Contours with Mitigation

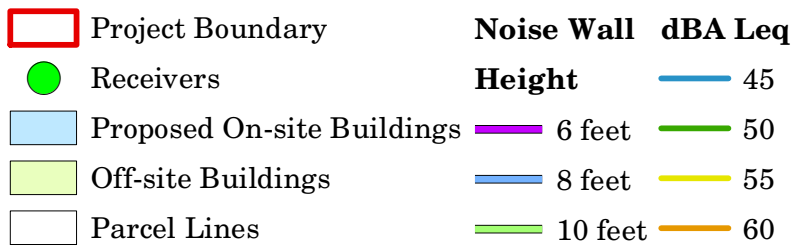
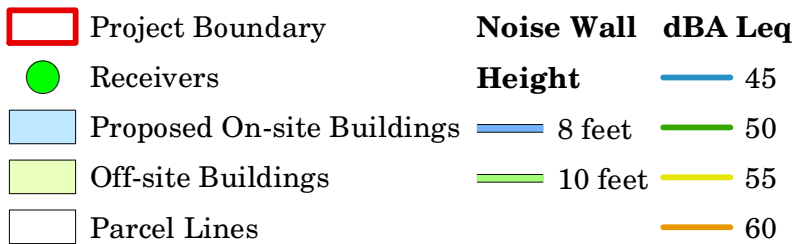


FIGURE 4.7-14b  
Refined Conceptual Site Plan:



**FIGURE 4.7-15a**  
Internal Garage Circulation:

Typical On-site Noise Level Contours with Mitigation

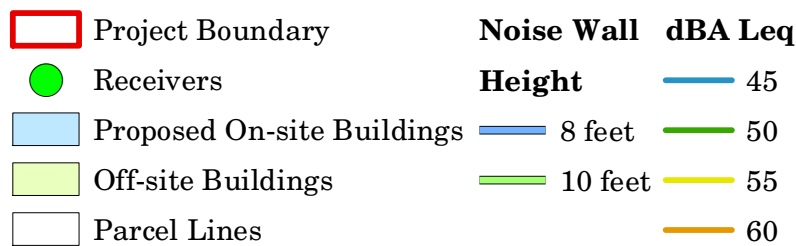
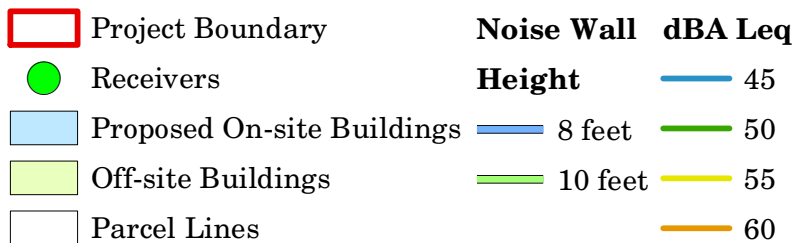
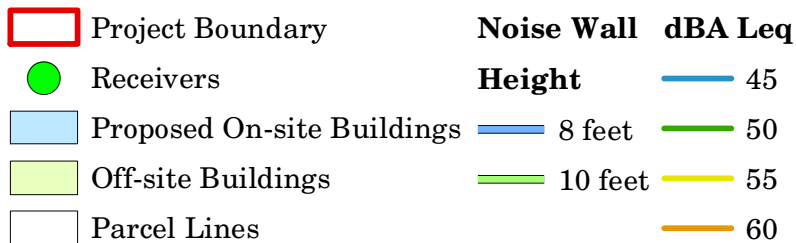


FIGURE 4.7-15b  
Internal Garage Circulation:



**FIGURE 4.7-16a**  
 Internal Garage Circulation with Mechanical Change:  
 Typical On-site Noise Level Contours with Mitigation



**FIGURE 4.7-16b**  
 Internal Garage Circulation with Mechanical Change:  
 Special Event On-site Noise Level Contours with Mitigation



## Chapter 5

# Significant Unavoidable Environmental Effects/Growth Inducement

CEQA Guidelines Section 15126.2(b) and (d) require that the significant unavoidable impacts of the project be addressed, as well as any ways in which the proposed project could be growth inducing, within the EIR.

### 5.1 Significant Environmental Effects Which Cannot Be Avoided if the Project is Implemented

In accordance with CEQA Guidelines Section 15126.2(b), any significant unavoidable impacts of a project, including those impacts that can be mitigated but not reduced to below a level of significance despite the applicant's willingness to implement all feasible mitigation measures, must be identified in the EIR. ~~For the proposed project, a significant and unavoidable impact to public views of the ocean resulting from construction of expansion area A was identified in Section 4.2 Aesthetics. All other~~ potentially significant impacts identified in Chapter 4.0, Environmental Analysis, of this EIR resulting from the proposed project, including the temporary relocation site, can be reduced to below a level of significance with the mitigation measures identified in the respective sections of Chapter 4.0.

### 5.2 Growth Inducement

CEQA Guidelines Section 15126.2(d) requires that an EIR:

Discuss the ways in which the proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. Included in this are projects which would remove obstacles to population growth (for example, a major expansion of a waste water treatment plant might, for example, allow for more construction in service areas). Increases in the population might tax existing community services facilities, requiring construction of new facilities

that could cause significant environmental effects. Also discuss the characteristic of some projects which may encourage and facilitate other activities that could significantly affect the environment, either individually or cumulatively. It must not be assumed that growth in any area is necessarily beneficial, detrimental, or of little significance to the environment.

The proposed project would not provide for new residential uses, or new commercial opportunities that would foster economic growth. With the provision of additional parking on-site, there may be a slight increase in demand for local retail, stimulating employment opportunities, and generating additional property taxes.

The proposed project would not alter infrastructure capacities nor would it provide new or expanded services and utilities that would induce growth in the community. Therefore, the proposed project would not be growth inducing, and would not require construction of new facilities that could cause significant environmental effects.



## **Chapter 6**

# **Effects Found Not to be Significant**

Pursuant to CEQA Guidelines Section 15128, this section briefly describes the environmental issue areas that were determined to be less than significant in the CEQA Initial Study Checklist and are therefore not discussed in detail in the EIR. A complete copy of the Initial Study Checklist can be found as Appendix A to this EIR.

### **6.1 Agriculture and Forestry Resources**

The project site and temporary relocation site are designated as Urban and Built-Up Land by the State Farmland Mapping and Monitoring Program, and are not designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. Both sites are adjacent to a variety of developed land uses, including commercial and residential properties. Therefore, the proposed project would not directly or indirectly affect any active agricultural operations. The project site and temporary relocation site are not zoned for agricultural use and there are no Williamson Act Contract lands in the project area. The proposed project would therefore have no effect, either directly or cumulatively, on agricultural resources.

As previously mentioned, both the project site and temporary relocation site are within urbanized areas. The project area is not zoned as forest land or timberland and does not include any forest land or timberland. Therefore, the proposed project would have no impact, either directly or cumulatively, on forest land or timberland.

### **6.2 Biological Resources**

The project site is adjacent to a variety of developed land uses, including commercial and residential properties. There are no identified riparian habitats or other sensitive plant communities located on the project site, nor are there wetlands, wetland buffer areas, or non-wetland waters of the U.S. on-site.

No plants that are considered protected, sensitive, rare, endangered, or threatened by the State of California, California Native Plant Society, or California Natural Diversity Database occur within the proposed project area, as it is dominated by planted ornamental vegetation and developed land, and does not fall within a habitat conservation plan overlay.

All species of trees were planted as ornamental landscaping and would be removed with the proposed project. The City's Tree Ordinance (Municipal Code Section 23.50) and associated Tree Protection Manual contain measures to avoid or reduce potential impacts to all tree species within the City. Removed trees shall be replaced at a rate and species determined appropriate by the City in accordance with the Tree Mitigation Replacement Scale (see Municipal Code Section 23.50.090). As such, impacts would be less than significant.

Due to the highly developed nature of the project site and surrounding area, no sensitive wildlife species are expected to occupy the proposed project area. However, trees on-site and on adjacent parcels may provide suitable nesting and roosting habitat for raptor and other tree-nesting bird species protected by the Migratory Bird Treaty Act (MBTA) (50 Code of Federal Regulations 10.12). The project would be required to comply with the MBTA, which would ensure that no significant impacts would occur to any nesting birds. Compliance would require either avoidance of tree removal, removal of trees outside of the bird breeding season, or a nesting bird survey with negative results for tree removal during the bird breeding season. Thus, compliance with regulations would ensure impacts to sensitive wildlife species would be less than significant. Further, the project would not contribute to a cumulative impact to sensitive species.

The project site does not function as a wildlife corridor; and with respect to adopted habitat plans, the City does not have an adopted habitat conservation program (HCP), natural community conservation plan, or any other approved local, regional, or state HCP. Therefore, no impact would occur.

With respect to the temporary relocation of the existing administrative operations to portable structures on the Shores Park site, this site is developed with a paved parking lot and ornamental landscaped slopes; no tree removal would be required. Minimal grading would be required to improve the existing access driveway and shallow trenching for utility connections. The site does not function as a wildlife corridor, and there are no adopted habitat plans or any other approved local, regional, or state HCP in place over the site. Therefore, impacts, both direct and cumulative, from use of the temporary relocation site would be less than significant.

## **6.3 Geology and Soils**

A geotechnical investigation dated May 18, 2015, was prepared by Southern California Soil & Testing (SCST) for the proposed project. The results of the geotechnical investigation are presented below to substantiate the determinations of no significant impacts related geology and soils. A copy of the technical report is included as Appendix H to this EIR.

Ground surface rupture is unlikely to occur due to the absence of any known active or potentially active faults on-site; lurching or cracking of the ground surface as a result of nearby or distant seismic events is also considered unlikely. The project vicinity does have a potential for strong ground shaking, as is the case for much of southern California. The project site lies within a high earthquake shaking probability zone. Compliance with the California Building Code would ensure impacts associated with a strong seismic event or seismic ground shaking

would be less than significant. Further, the replacement of the older buildings with new buildings built to more current seismic standards would increase the seismic safety.

Due to the dense nature of the underlying geology within the project vicinity and a lack of shallow groundwater occurrence, the potential for liquefaction is considered low. The project site and surrounding area are not within a mapped liquefaction seismic hazard zone (Cal EMA 2011). Also, the project site is not prone to landslides or mudslides, nor is it within a mapped earthquake-induced landslide hazard zone (Cal EMA 2011). The potential for subsidence and hydro-consolidation is also low based on the site conditions.

The project site, relocation site, and adjacent properties are all currently developed and have all been previously graded. As a result, these areas include fill material, as well as underlying old paralic deposits. The fill deposits consist of loose silty sand with varying amounts of soft sandy soils. The old paralic deposits consist of medium dense to very dense silty sand. These soils have a low expansion potential. Thus, impacts, both direct and cumulative, related to soil expansion would be less than significant.

As required by the Regional Water Quality Control Board (RWQCB) and City requirements, the proposed project would implement standard erosion control measures during construction and operations. Compliance with such regulations would preclude significant erosion or loss of topsoil. Thus, erosion impacts, both direct and cumulative, would be less than significant.

The proposed project would be connected to the City's sewer system, and would not require a septic system or any other alternative wastewater disposal system. Therefore, no impact related to on-site wastewater disposal would occur.

With respect to the temporary relocation of the existing administrative operations to portable structures on the Shores Park site, site preparation would include grading for the proposed improvements to the driveway and installation of utilities. The temporary facilities would meet all California Building Code requirements for placement of portable structures and would be connected to the existing on-site sewer system. No additional wastewater disposal facilities would be required. Following completion of the proposed project, all structures and temporary uses would be removed or relocated back to the project site. Therefore, impacts, both direct and cumulative, from the relocation would be less than significant.

## **6.4 Hazards and Hazardous Materials**

The proposed project would not involve the routine transport, use, or disposal of hazardous materials. While the structures built prior to 1978 contain hazardous building materials such as asbestos containing materials, lead-containing surfaces including lead-based paint, and other toxic materials, as documented in the 2005 and 2013, Ninyo & Moore surveys of the on-site City buildings (see Appendix I for copies of the reports), the demolition of on-site buildings would require compliance with existing state regulations for contaminated materials containment and disposal. Compliance with these regulations would ensure that disposal of hazardous materials would not create a significant hazard to the public or the environment. Compliance with these regulations would ensure that potential release or exposure to

hazardous materials would not occur, and impacts would be less than significant. Further, the proposed project would not contribute to a cumulative impact related to the potential release or exposure to hazardous materials.

Research and review of publicly available records was conducted for the project area, which include federal, state, and local regulatory and municipal agency databases. The project area does not contain any sites listed on the California Department of Toxic Substances Control EnviroStor database. The RWQCB GeoTracker database showed a single site, formerly operated by Del Mar Chevron Inc. and located at 941 Camino del Mar, southeast of the proposed City Hall site. This site was listed as “Open–Site Assessment” and is the site of a former gas station. The case was opened in June 1988, when a waste oil tank was removed and holes in the tank and oil-stained soil were observed. In 1994, other underground storage tanks (USTs) and dispensers were replaced. Free product was discovered in 1995, and the gas station was closed and the USTs were removed in September 2005.

A preliminary geotechnical investigation was conducted for the project site, and a focused Geotechnical Investigation dated May 18, 2015, was prepared by SCST for the City and this project (see Appendix H). Four drilled borings were conducted and were screened for chemicals including Total Petroleum Hydrocarbons (TPH), Volatile Organic Compounds (VOC), and lead. The results of the borings are presented in the technical report, and according to the report, no TPH, VOC, or lead were reported in the samples analyzed. Therefore, based on the Geotechnical Investigation and the projects’ compliance with existing regulations for handling and disposing of materials potential impacts associated with hazardous materials would be avoided or reduced to below a level of significance. As such, impacts, both direct and cumulative, would be less than significant.

The project area is not in the vicinity of a private airstrip or within two miles of a public airport, and would not result in a safety hazard for people residing or working in the project area.

With respect to emergency response, the development of the proposed project would not result in changes in circulation or access that would interfere with or impair emergency response associated with potential hazards such as coastal storm/erosion, wildfires, landslides, earthquakes, and tsunamis. Clear emergency evacuation routes would be provided on-site for staff and visitors and would be posted within structures as required by California Building Code. The existing City Emergency Operations Center, which currently operates out of the City Hall building, would likely be relocated to the temporary relocation site during construction, and into the new facilities upon completion of construction of the City Hall. Therefore, implementation or oversight of City emergency operations plans would not be affected by the construction or relocation of the proposed project. As such, impacts, both direct and cumulative, would be less than significant.

The project area is located within an urban core, and is not adjacent to wildlands or wildland-urban interfaces. Therefore, the risk of loss, injury, or death to people or structures involving wildland fires would be less than significant.

With respect to the temporary relocation of the existing administrative operations to portable structures on the Shores Park site, site preparation would include grading for the proposed driveway improvements, and installation of utilities. However, these activities would not result in the exposure of persons or the environment to hazardous materials. Temporary facilities and parking would be located on the Shores Park parking area, and as discussed above, emergency response to potential hazards such as coastal storm/erosion, wildfires, landslides, earthquakes, and tsunamis, would not be affected, as the City emergency operations center would likely be relocated to the Shores Park site during construction. Therefore, impacts, both direct and cumulative, from the temporary relocation site with respect to hazards and hazardous materials would be less than significant.

## **6.5 Hydrology and Water Quality**

On-site surface drainage is collected by City storm water facilities and discharged into the Pacific Ocean. The redevelopment of the project site with the new City Hall/Town Hall facilities would similarly handle on-site surface flows. While the new development may result in a slight increase in impervious surfaces, the runoff would be controlled and retained on-site in accordance with existing regulations so that it would not result in significant impacts to upstream or downstream properties.

All drainage improvements would be designed to accommodate a 100-year storm event, to not result in an increase in flood hazards on surrounding properties, and to not exceed the capacity of the storm drain system. Furthermore, current regulations require more efficient and effective site design methods and construction techniques for addressing storm water management, including low impact development best management practices (BMPs) and treatment control BMPs, as necessary, that would manage, detain, and attenuate post-project runoff flows prior to discharge from the project area. Source control and treatment control BMPs would prevent erosion, siltation, and would ensure pollutants do not adversely affect water quality. As mandated in the existing state regulations, the existing peak flow rates would be maintained or reduced. Therefore, impacts to hydrology and water quality would be less than significant. Further, the proposed project would not contribute to any cumulative impact to hydrology and water quality.

Groundwater quality within the project area is generally poor as it has been intruded by seawater and water from surrounding marine sedimentary rocks. While no groundwater was encountered during the borings conducted for the project (SCST 2015), damp soils were observed and groundwater levels could rise in the future due to rainfall or leakage. Therefore, dewatering could be required during excavation or installation of utility improvements. This would be temporary and any dewatering necessary would require compliance with the RWQCB dewatering and water discharge requirements to avoid significant hydrology impacts. As such, impacts, both direct and cumulative, to groundwater quality or quantity would be less than significant.

The project site is not located within the 100-year flood area or the 500-year flood area as identified in Federal Emergency Management Agency (FEMA) maps, nor does the project site have a history of flooding issues. There is no flood risk due to dam or levee failure, and the

potential for seiche and mudflow risk would be very low considering the project site is not located near a large contained body of water (i.e., a lake) and the soils within the project area are not prone to mudslides. With regard to tsunami risk, the project site is located close to the Pacific Ocean, but is not located within a mapped tsunami inundation area as shown on the San Diego County Tsunami Inundation Maps (RWQCB 2009). No impact would occur.

With respect to the temporary relocation of the existing administrative operations to portable structures on the Shores Park site, only minor grading would be required to improve the existing access driveway and shallow trenching for utility connections. Construction and post-construction BMPs would be included as required by state and local regulations for water quality and erosion control associated with ground disturbing activities. Furthermore, similar to the project site, the relocation site is not located within the 100-year or the 500-year flood area as identified on FEMA maps; would not be at risk from flood due to dam or levee failure; would not be at risk for seiche and mudflow; and would not be located within the mapped tsunami inundation area. Therefore, impacts, both direct and cumulative, from the temporary relocation site would be less than significant.

## **6.6 Mineral Resources**

The project area is fully built out and is comprised of developed or disturbed lands and there are no known mineral resources in the project area. The proposed project would replace existing facilities with like facilities on-site and would not result in impacts to any known mineral resource or result in the loss of availability of any locally important resource recovery site. While the project site is located within Mineral Resource Zone 3 (California Department of Conservation 2013) a designation that indicates areas containing mineral deposits for which the significance cannot be evaluated from available data, due to the fact that the project site and surrounding area are already developed, extraction of any potential mineral resources on the subject property is not feasible. Therefore, the proposed project would have no impact on mineral resources. Further, the proposed project would not contribute to a cumulative impact related to mineral.

The temporary relocation site at the Shores Park is also located within Mineral Resource Zone 3, however, due to the fact that the site and surrounding area are already developed, extraction of any potential mineral resources is not feasible. Therefore, there would be no impact, either direct or cumulative, to mineral resources from use of the relocation site.

## **6.7 Population and Housing**

The proposed project would replace existing City Hall and Town Hall facilities with like administrative and parking facilities on the same site. The proposed project would not result in the extension of utilities or infrastructure that could induce growth and development; nor would the project displace any people (residents) or housing, necessitating the construction of replacement housing elsewhere. Therefore, the proposed project would have no impact on displacement of persons or housing, nor would it result in increase in population or housing. Further analysis of growth inducement is included in Chapter 5. Further, the proposed project would not contribute to a cumulative impact related to population and housing.

With respect to the temporary relocation site, the area is currently used for parking for the Shores Park and no persons or housing would be displaced. Minor grading associated with the proposed improvement of the driveway and the temporary connection of utilities either aboveground or within shallow trenches, would occur within the paved parking area. Following completion of the proposed project, all structures and temporary uses would be removed or relocated back to the project site. Therefore, impacts, both direct and cumulative, from use of the relocation site would be less than significant.

## **6.8 Public Services**

The proposed project would replace existing facilities with like facilities on-site, and would not result in increased demand or need for new fire or police protection, schools, parks, or other public facilities. City operations taking place on-site would be temporarily relocated during construction, including the City's emergency operations center which oversees and implements emergency response plans if the need should arise. The relocation to the existing parking lot at the Shores Park would not result in the increased demand or need for new public facilities. Therefore, the proposed project would have no direct or cumulative impact on existing public services.

## **6.9 Recreation**

The proposed project would not result in an increase in the use of existing parks or other recreational facilities or require the construction or expansion of recreational facilities, which could have an adverse physical effect on the environment. While the City operations taking place on-site would be temporarily relocated to the Shores Park parking area during construction, this would be a temporary relocation of City services and would not require the construction or expansion of recreational facilities as a result of this use. The parking area proposed for the relocation is currently used primarily as overflow parking for the adjacent Winston School, although it is also available for overflow parking for the fields in the upper pad of the park where there is additional parking immediately adjacent. The proposed temporary relocation is estimated to require up to 40 parking spaces during weekdays for staff and public visiting City administrative offices. This use would occur during weekday City office hours of 8:00 a.m. to 5:30 p.m. or weekday nighttime meetings. This parking can all be accommodated on-site for the proposed temporary relocation. A temporary reduction in parking for users of Shores Park site would occur, but would not necessitate construction of a replacement parking area as the use would be temporary and other parking exists on the upper pad and along public streets in the surrounding area. Therefore, the proposed project would have a less than significant impact related to the construction or expansion of recreational facilities, as none would be required. Further, the proposed project would not contribute to a cumulative impact to recreation.

## **6.10 Utilities and Service Systems**

Wastewater generated by the proposed project would not result in the need for additional wastewater system improvements, nor exceed mandated wastewater treatment requirements

as the proposed use of the site would be generally the same as currently exists. Impacts associated with wastewater system infrastructure would be less than significant. Further, the proposed project would not contribute to a cumulative impact to the wastewater system infrastructure.

The building infrastructure and landscaping, which would consist of a drought tolerant plant palette, would incorporate low-water use fixtures and irrigation systems to minimize water usage and increase water conservation. Additionally, the proposed project would require a similar amount of water as the existing use and would not result in a significant increase in water demand compared to the existing condition. According to the City's water meter data obtained from the three on-site water meters, water usage associated with the buildings and uses on-site are approximately 187,226 gallons annually (Garcia, pers. comm., 12/12/15). The projected indoor water usage for the proposed project, as refined, is calculated at approximately 55,000 gallons annually for daily operations (Ferraro, pers. comm. 12/12/15). While special events are not included in this calculation due to the unknown number and sizing for each event, a higher occupancy for visitors of 121 persons, was included in the calculations. - Furthermore, with the proposed project there is potential for captured greywater of approximately 16,000 gallons annually that could be available for reuse. Therefore, impacts, both direct and cumulative, to water supplies would be less than significant.

Demolition of existing buildings may result in increased solid waste to landfills; however, these effects will be short-term in nature and can be accommodated by current landfill capacities. Furthermore, the proposed project would be required to comply with solid waste regulations such as Assembly Bill 939, Assembly Bill 341, and City Municipal Code Chapter 11.20, which requires the recycling of materials where possible. As such, impacts would be less than significant.

With respect to the temporary relocation of the existing administrative operations to portable structures on the Shores Park site, limited site preparation for the proposed driveway improvements and installation of utilities would be required. No additional wastewater disposal facilities would be required and installation of temporary utilities would be either aboveground or within shallow trenches where previous grading and paving activities have occurred. The temporary relocation facilities would be connected to the existing on-site sewer system. Following completion of the proposed project, all structures and temporary uses would be removed or relocated back to the project site. Therefore, impacts, both direct and cumulative, from the relocation would be less than significant.



## Chapter 7

# Project Alternatives

This section of the EIR presents alternatives to the proposed project. The discussion that follows is intended to focus on alternatives which are capable of avoiding or substantially lessening any potentially significant effects identified for the project.

As presented in Chapter 3.0, Project Description, the primary objectives of the proposed project were developed to frame and support the purpose of the project and assist the City in developing a reasonable range of alternatives to be evaluated in this EIR. The following are the primary objectives of the proposed project:

- Create an activated civic facility with adequate space for existing administrative functions, with public meeting spaces and facilities.
- Provide a flexible hearing and meeting space that could allow for indoor and outdoor uses to come together.
- Develop public outdoor areas within the project site for various passive and active uses.
- Maintain multi-modal access to the site, including parking for cars and facilities for bicycles, and Americans with Disabilities Act compliant access and connections for pedestrians.
- Create sufficient parking for City staff and public use during the day, and for planned events outside of normal business hours.
- Maintain significant views for neighboring residential properties and view corridors associated with public spaces.
- Provide for future expansion areas within the project site consistent with the existing land use and zoning regulations.

## 7.1 Rationale for Alternative Selection

In accordance with Section 15126.6(a) of the CEQA Guidelines, an EIR shall describe “a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives.

An EIR need not consider every conceivable alternative to the project. Rather, it must consider a reasonable range of potentially feasible alternatives that will foster informed decision making. . . .”

CEQA Guidelines Section 15126.6(f) further states that “the range of alternatives in an EIR is governed by the ‘rule of reason’ that requires the EIR to set forth only those alternatives necessary to permit a reasoned choice.” The CEQA Guidelines provide several factors that may be considered with regard to the feasibility of an alternative: (1) site suitability; (2) economic viability; (3) availability of infrastructure; (4) general plan consistency; (5) other plans or regulatory limitations; (6) jurisdictional boundaries; and (7) whether the project applicant can reasonably acquire, control, or otherwise have access to the alternative site (if an off-site alternative is evaluated).

As discussed in the issues analysis contained within the sections of Chapter 4.0, Environmental Analysis, in the Draft EIR the proposed project under the original conceptual site plan was concluded to potentially ~~would~~ result in a significant and unmitigable environmental impact to scenic views as a result of construction of expansion area A. However, the Final EIR has been updated to include refinements to the project design with respect to the project features contemplated in the Draft EIR but that were not fully developed, such as building architecture and materials, rooflines, landscaping, and the location and orientation of on-site public spaces. Along with the refined design, public input has also resulted in more comprehensive mitigation for this impact that would reduce the impact to below a level of significance. See Section 4.2, Aesthetics, for a more detailed analysis of impacts and mitigation measures related to scenic views from build-out of the proposed project.

Other potentially significant impacts related to scenic views, and light and glare, as detailed in Section 4.2, Aesthetics, would be reduced to below a level of significance through proposed mitigation measures. Potentially significant impacts associated with the issues of cultural resources and noise would either be avoided or reduced to less than significant levels through the proposed mitigation measures. Impacts associated with the land use, transportation and traffic, air quality, and greenhouse gas emissions would be less than significant and no mitigation would be required.

In developing the alternatives to be addressed in this chapter, consideration was given regarding each alternative’s ability to meet the basic proposed project objectives and eliminate or substantially reduce potentially significant environmental impacts. The alternatives fully evaluated, beginning in Section 7.3, include the following: the No Project (No Development/Existing Condition) Alternative and Reduced Project Alternative.

Also analyzed, beginning in Section 7.5, are temporary relocation options. Because the relocation of City operations would be required during the demolition and construction, and the temporary relocation identified as part of the proposed project would result in significant impacts associated with the issues of cultural resources and noise that required mitigation, alternatives proposed for the temporary relocation are included. They include Public Hearings at Powerhouse Park Community Building or Other Meeting Rooms; Public Hearings at the Winston School Auditorium; Temporary Facilities Placed on the Upper Shores Park Property; and Commercial Properties for Administrative Offices. This approach would allow for

flexibility, where all facilities would not be required to be at a single site, and could be separated into multiple locations based on facilities sizing and availability.

These alternatives allow informed decision making and public participation because there is enough variation amongst the alternatives to provide a reasonable range. Table 7-1 provides a general comparison of the proposed project and the alternatives and the comparative determinations (e.g., greater than, equal to, less than) of the significance of the environmental issues that would result if the alternative was adopted.

In addition to the alternatives described above, there were numerous alternatives considered but rejected. This includes alternatives for the development of a new City Hall/Town Hall on other publicly owned properties and privately held commercial properties. These alternatives considered and rejected are briefly discussed in Section 7.2.

## 7.2 Alternatives Considered But Rejected

This subsection of the EIR is provided consistent with the CEQA Guidelines, which state that an EIR needs to examine in detail only the alternatives the Lead Agency determines could feasibly attain most of the basic objectives of the project. Further, the EIR should identify any alternatives that were considered by the Lead Agency but were rejected and briefly explain the reasons underlying the Lead Agency's determination. Among factors used to eliminate alternatives from detailed consideration in an EIR are failure to meet most of the basic project objectives or inability to avoid significant environmental effects (Guidelines 15126.6(c)).

Prior to directing City staff to further embark on design and environmental review of the proposed project on the existing City administration property (Assessor's Parcel Numbers 300-093-02 and 300-093-03), the City Council was presented with other options for the development of new or updated administrative City Hall and Town Hall facilities. As discussed in Chapter 3.0, Project Description, following a series of public hearings in 2013, the City Council prioritized the City Hall/Town Hall project. They conducted a City Hall Planning Study to assess the needs of the City departments and possible locations for improved facilities.

In addition to the existing City administration site, publicly owned lands including the Shores Park and the Public Works Yard, as well as privately held office buildings both within the City limits and outside the City limits, were evaluated for consideration. The City Council hearing on September 3, 2013, and subsequently on March 17, 2014, included a presentation of the publicly held sites, the existing City administration site at 1050 Camino del Mar (the proposed project site), Public Works Yard, and the Shores Park. On June 2, 2014, there was further discussion of privately held sites. The constraints and opportunities for each and the consideration of these alternatives are summarized below.

**Table 7-1  
Comparison of Project and Alternatives Impacts Summary**

Environmental Issue Area	Proposed Project with Refined Project Design	No Project (No Development/ Existing Condition) Alternative	Reduced Project Alternative	Temporary Relocation Alternatives			
				Public Hearings at Powerhouse Park Community Building or Other Meeting Rooms	Public Hearings at the Winston School Auditorium	Temporary Facilities Placed on the Upper Shores Park Property	Commercial Properties for Administrative Offices
<b>Land Use</b>							
LU-1: Physically Divide an Established Community	Less than significant	=	=	=	=	=	=
LU-2: Conflicts with Applicable Plans and Zoning	Less than significant	=	=	=	=	=	=
LU-3: Conflict with Habitat Conservation Plan or Natural Community Conservation Plan	No impact	=	=	=	=	=	=
<b>Aesthetics</b>							
AES-1: Scenic vistas	Significant and <del>unmitigable</del> mitigated	=	<	=	=	=	=
AES-2: Scenic Resources	Less than significant	<	=	=	=	=	=
AES-3: Visual Character or Quality	Less than significant	=	=	=	=	=	=
AES-4: Light or Glare	Significant and mitigated	<	=	=	=	=	=
<b>Cultural Resources</b>							
CUL-1: Historic Resources	Less than significant	=	=	=	=	=	=
CUL-2: Archaeological Resources	Significant and mitigated	<	=	=	=	=	=
CUL-3: Paleontological Resources	Significant and mitigated	<	=	=	=	=	=
CUL-4: Human Remains	Less than significant	<	=	=	=	=	=
<b>Transportation /Traffic</b>							
TRAF-1 & TRAF-2: Conflicts with Transportation Plans	Less than significant	<	=	=	=	=	=
TRAF-3: Change in Air Traffic Patterns	No impact	=	=	=	=	=	=
TRAF-4: Hazards Due to a Design Feature	Less than significant	=	=	=	=	=	=
TRAF-5: Emergency Access	Less than significant	=	=	=	=	=	=
TRAF-6: Conflicts with Alternate Transportation Policies	Less than significant	=	=	=	=	=	=
<b>Air Quality</b>							
AIR-1: Air Quality Plan Consistency	Less than significant	=	=	=	=	=	=
AIR-2: Air Quality Violations	Less than significant	=	=	=	=	=	=
AIR-3: Increase in Particulates or Ozone	Less than significant	<	<	=	=	=	=
AIR-4: Sensitive Receptors	Less than significant	<	<	=	=	=	=
AIR-5: Odors	Less than significant	=	=	=	=	=	=
<b>Greenhouse Gas Emissions</b>							
GHG-1: GHG Emissions	Less than significant	>	<	=	=	=	=
GHG-2: Consistency with Plans, Policies, and Regulations	Less than significant	=	=	=	=	=	=
<b>Noise</b>							
NOS-1: Exceedance of Noise Standards	Significant and mitigated	<	=	=	=	=	=
NOS-2: Vibration	Less than significant	=	=	=	=	=	=
NOS-3 & 4: Ambient Noise Increase	Significant and mitigated	<	<	=	=	<	=
NOS-5 & 6: Noise from Public and Private Airports	No impact	=	=	=	=	=	=

**Table 7-1  
Comparison of Project and Alternatives Impacts Summary**

Environmental Issue Area	Proposed Project with Refined Project Design	No Project (No Development/ Existing Condition) Alternative	Reduced Project Alternative	Temporary Relocation Alternatives			
				Public Hearings at Powerhouse Park Community Building or Other Meeting Rooms	Public Hearings at the Winston School Auditorium	Temporary Facilities Placed on the Upper Shores Park Property	Commercial Properties for Administrative Offices
Effects Fount Not to be Significant addressed in Chapter 6							
Agriculture and Forestry Resources	No Impact	=	=	=	=	=	=
Biological Resources	Less than significant	=	=	=	=	=	=
Geology and Soils	Less than significant	=	=	=	=	=	=
Hazards and Hazardous Materials	Less than significant	>	=	=	=	=	=
Hydrology and Water Quality	Less than significant	=	=	=	=	=	=
Mineral Resources	Less than significant	=	=	=	=	=	=
Population and Housing	Less than significant	=	=	=	=	=	=
Public Services	No Impact	=	=	=	=	=	=
Recreation	Less than significant	=	=	=	=	=	=
Utilities and Service Systems	Less than significant	=	=	=	=	=	=

< - impacts would be less than the project.  
 > - impacts would be greater than the project.  
 = - impacts would be the same as the project.

Through this process, the City Council also considered the renovation of existing buildings on the City administrative site due to the condition and age of the facilities. The City in its review determined that existing buildings are very inefficient, without adequate space for the public counter, all staff or conference rooms. The TV studio does not have adequate space to accommodate the larger City Council or other public meetings. Furthermore, the existing buildings are not up to current codes, including building code and life safety code, and the buildings do not meet seismic safety standards for an Emergency Operations Center and are not energy efficient. The estimated cost for retrofit to meet the codes alone was within 10 percent of the cost of new construction, and still did not provide any efficiencies, adequate space, or longevity. With new construction being only slightly more in estimated building construction costs, it was determined by the City Council to be more fiscally responsible to build a new complex to comply with current codes, gain the space and energy efficiencies, gain a 60-plus year lifespan, and more useable public parking and open spaces in addition to more efficient and attractive buildings. For these reasons, this alternative was considered but rejected.

## 7.2.1 Public Works Yard

The Public Works Yard, located at 2240 Jimmy Durante Boulevard, consists of four City-owned parcels totaling approximately 8.6 acres. Portions of this site are within the San Dieguito River, yielding a net area of approximately 2.06 acres outside of the floodway. The site is currently developed with surface parking, existing Public Works offices and garages/shop, and yard/laydown areas, and the western portion is used for waste transfer. Full utilities are available to the site. The site is accessible only by a narrow access drive 300 feet from Jimmy Durante Boulevard that is owned by the North County Transit District with an access easement granted to the City.

Current zoning of the property is Floodway (FW), which allows field and seed crops, aquaculture and mariculture operations, and open recreational uses with a Floodplain Development Permit, Conditional Use Permit, and Coastal Development Permit. Because no permanent structures are permitted on FW zoned properties, and no variances are allowed, a rezone would be required for development of the site.

Similarly, the Environmental Management Section of the Community Plan under “Open Space” cites areas in the San Dieguito Lagoon and Floodway, of which the Public Works site is included, as being declared a natural resource of regional significance in need of both preservation from development and restoration as a natural wetland. The Community Development Section of the Community Plan under “Specific Recommendations for the Valley District” states that “the future of this area should conform to the criteria established in the Environmental Management Section of this Plan...” which is as a protected, undeveloped property. Some additional environmental and land use constraints identified by staff relative to this alternative site include:

- Development would be subject to the constraints of the floodplain.
- Concern for liquefaction, sea level rise, storm surge and coastal/river flooding, and potential for tsunami inundation.

- Additional required permits would include a floodplain development permit and a rezone classification of the site from Floodway (FW) to Public Facilities (PF).
- Any structures constructed in the floodplain trigger Federal Emergency Management Agency regulations and review including a floodplain analysis with hydraulic modeling.
- The area is in the Permit Jurisdiction of the California Coastal Commission and requires Commission approval for the Coastal Development Permit.
- Consultation and possible permits from other resource agencies, including the Regional Water Quality Control Board, California Department of Fish and Game, and the Army Corps of Engineers, would be required.

As a result of this information provided, the City Council determined that this site was not preferred. This alternative was considered, but rejected and no further analysis was conducted.

## **7.2.2 Shores Park**

The Shores Park is located at 225 9<sup>th</sup> Street, on two City-owned parcels totaling approximately 5.3 acres. Currently, approximately 1.8 acres is leased to the Winston School, a private school for grades 4<sup>th</sup> through 12<sup>th</sup>. The lease area is generally located in the northwest portion of the site. The net area of these parcels outside of the lease area is approximately 3.5 acres. The site is developed with surface parking, offices used for the Del Mar Community Connections, and recreational fields. Access to the site is from 9<sup>th</sup> Street and Stratford Court, and full utilities are available to the site.

The Shores Park site is zoned Public Facilities (PF), which would allow for uses included as part of the proposed project. Similar to the proposed project, development of the site with a City Hall/Town Hall would be subject to design review by the Design Review Board. Setbacks and building height requirements would be the same for this site as they are for the project site. The property is also designated in the Community Plan as Public Facilities (PF).

In response to community input regarding use the space for recreation, the City Council adopted Resolution 2007-35, which established the property's long-term goal for open space and recreation. It specifically stated the intent was not pursuing other non-consistent uses (such as a permanent fire station/city hall). Any change to this would require a new action by City Council. Additionally, the Winston School lease is in effect until 2063.

As a result of this information provided, the City Council determined that this site was not preferred for permanent siting. This alternative was considered, but rejected and no further analysis was conducted.

## **7.2.3 Privately Held Properties**

There are limited properties, either developed or undeveloped, in Del Mar that are of significant size and appropriately zoned for office use that could accommodate a City Hall and Town Hall. Three types of private properties were reviewed: (1) undeveloped; (2) developed with an inadequate building that would require redevelopment; and (3) existing office

buildings. Of the undeveloped private property, a review of adequately sized, undeveloped properties resulted in two potential sites (Jimmy Durante Boulevard/San Dieguito Drive and 941 Camino del Mar) both of which were either in escrow or recently changed ownership and have entitlements for other development. Furthermore, development on privately owned, undeveloped sites would add the cost of land acquisition to construction costs. Therefore, this alternative was considered, but rejected for further analysis.

There were properties in the North Commercial, Central Commercial, and Professional Commercial zones along Jimmy Durante and Camino del Mar, with buildings that would not be suitable for a City Hall, but could be redeveloped with new construction. Similar to the undeveloped properties, redevelopment on privately owned sites would add the land acquisition cost to the demolition and construction costs. Therefore, this alternative was considered, but rejected for further analysis.

Two privately owned sites were identified for consideration which included a downtown office building at 853 Camino del Mar and a north commercial office building at 2010 Jimmy Durante Boulevard. The Camino del Mar property is a 10,500-square-foot office building, located at the corner of Camino del Mar and 9<sup>th</sup> Avenue, with 32 parking spaces. It is adequately sized to house the City Hall function, but not to accommodate a Town Hall. This building is adjacent to the downtown corridor, is directly across Camino del Mar from the Shores Park and provides good pedestrian access. While under current leases, the leases for the five suites expire starting in March 2017, with the other leases running out in five or more years. This would limit the availability of this site. This site, though not currently for sale, has the potential to be purchased. Regardless, the building would still require improvements for disabled accessibility if used as a City Hall, including an elevator and disabled accessible restrooms and offices.

The property at 2010 Jimmy Durante Boulevard is a 31,300-square-foot office building north of the downtown. The building is oversized for the City Hall and a Town Hall as proposed for this project, with more parking than would be required for the proposed uses. All or portions of the building could be leased or purchased for office space and the Town Hall, and the building has some suites available immediately (approximately 10,000 square feet). Additional space could be included, as it becomes available. Similar to the other property, the building would still require improvements for disabled accessibility, including an elevator and disabled accessible restrooms and offices.

For these reasons, these alternative sites were considered, but rejected for further analysis.

#### **7.2.4 Alternative Site Outside of the City**

Locations outside of the City jurisdiction were also presented and discussed by Council. There appear to be no jurisdictional limitations on where administrative offices may be located. Government Code Section 37350 provides that “A city may purchase, lease, receive, hold, and enjoy real and personal property, and control and dispose of it for the common benefit.” While there is no restriction, the Council finds it necessary to provide the City administrative services in close proximity to the residents. This alternative was considered, but rejected and no further analysis was conducted.

With respect to the Town Hall, under Government Code Section 54954, regular and special meetings of the legislative body must be held within the jurisdiction, except in specific enumerated instances (no meeting facility is within the boundaries, meetings would be with state or federal officials, a meeting is of topic specific to the facility outside of the jurisdiction, or for a closed session meeting at the local agency's legal counsel to reduce legal fees or costs). These would not apply to the situations surrounding this project; therefore, an alternative site outside the City was considered but rejected and no further analysis was conducted.

## **7.3 No Project (No Development/Existing Condition) Alternative**

### **7.3.1 Description of the No Project Alternative**

The No Project (No Development/Existing Condition) Alternative is required by CEQA to be included to illustrate the environmental effects of the existing on-site uses and structures compared to the environmental effects of the proposed project, and as updated, with the Refined Conceptual Site Plan. The No Project Alternative would involve the continued use of the City Hall site without any substantial improvements or modifications to the site or buildings. City administrative services would continue to be housed in the buildings on-site, including the portable buildings on the upper and lower pads. The abandoned building, immediately south of City Hall, would remain and continue to be unusable due to previous determinations on the building structural safety. City Council, committee and public meetings would continue to be held in the hearing building, along with television studio operations.

Under the No Project Alternative there would be no need for temporary relocation to another site. As a result, the proposed improvements to the driveway access and Shores Park fencing along the southern and western property boundaries would not occur.

### **7.3.2 Environmental Analysis of the No Project Alternative**

Because no development would occur, no “impacts,” as defined pursuant to CEQA would occur. However, the No Project Alternative would result in the continued use of aged buildings and the existing abandoned building would not be removed. In November 2005, and subsequently in September 2013, Ninyo & Moore conducted an asbestos and lead-based paint survey, and limited hazardous building materials survey update, respectively, for the on-site City buildings. Based on the 2005 survey, asbestos containing materials (ACMs) and lead-based paint (LBP) were present in both of the original buildings (City Hall and storage building). While the presence of ACMs and LBPs in a building does not necessarily mean that the health of the occupants is endangered, when ACMs and LBP deteriorates, is in damaged condition, or is disturbed, such as during renovation operations, dust may be released, creating a potential health hazard for building occupants, maintenance personnel, and contractors. During the 2013 survey only the storage building was analyzed for updated information, and following this review, the storage building was deemed to be unsafe and access is no longer permitted. With

the No Project Alternative, proper removal and containment of these structures would not be accomplished. See Appendix I for copies of the reports.

No permits or other discretionary actions would be required for this alternative, and the continued operation of the site would not result in any conflicts with existing Public Facilities (PF) land use designation and zoning. The existing visual landscape and ~~both public on-site views, and~~ right-of-way, and private residential views through the site would not be altered with the No Project Alternative. No changes to the existing circulation within the area, specifically driveways and parking on-site, would occur under the No Project Alternative.

The existing condition has view blockages related to the City Hall buildings on the upper pad and landscaping on-site. The No Project Alternative would not change these obstructed views. The significant and ~~unmitigable~~ mitigated impacts to scenic views and from light and glare, associated with the proposed project development (as refined) would be avoided with this alternative, as the impacted views already exist. This alternative would not result in the new on-site public viewing areas proposed in the Civic Plaza and on the south side of City Hall.

Air and greenhouse gas emissions associated with construction of the proposed project would be avoided; however, the energy efficiencies that would be gained from the development of new City facilities would not be realized with the No Project Alternative. Noise associated with construction would be avoided with this alternative; however, the existing operational noise (e.g., heating, ventilation, and air conditioning, traffic and parking) would remain at the same level as currently exists. Under the No Project Alternative, the buildings would continue to attenuate existing vehicular noise that is generated on Camino del Mar for some of the residential properties to the west.

The grading and excavation associated with the proposed project would be unnecessary, and therefore, the potential impacts to cultural resources, specifically subsurface historic, prehistoric, and paleontological, would be avoided with the No Project Alternative.

As stated above, with the No Project Alternative, relocation of City administrative operations to another site would not be necessary. Therefore, all potential impacts, including those that would be less than significant, would not occur to the temporary relocation site at the Shores Park.

## 7.4 Reduced Project Alternative

### 7.4.1 Description of the Reduced Project Alternative

The Reduced Project Alternative would reduce the potential for development of the future expansion areas to expansion area B, located immediately south of City Hall, and expansion area C, located in the southwestern corner of the project site, approximately 4,500 square feet. This alternative would omit expansion area A in the northeastern portion of the site in the plaza. Under this alternative, the total expansion area would be approximately 7,200 square feet. See Figure 7-1 (revised) for the refined conceptual site plan without expansion area A for the Reduced Project Alternative.



 Parking Proposed to be Removed

**FIGURE 7-1**  
Reduced Project Alternative

Additionally, the parking stalls located in the surface parking lot, facing westward (approximately 28 spaces) would be removed from the proposed project. The remaining parking would be approximately 132 spaces between the parking garage and the eastern facing parking row within the surface parking lot. ~~These parking spaces~~ stalls removed would have been overflow parking for public and commercial use, as well as for public events, and would not be required to meet the Del Mar Municipal Code for parking on-site.

The temporary relocation to the Shores Park would still be required for the Reduced Project Alternative.

## 7.4.2 Environmental Analysis of the Reduced Project Alternative

This alternative would be consistent with the existing land uses and zoning for the site, and would meet the goals and policies for development of the proposed City Hall and Town Hall. The reduced project would not require any additional permits.

The Reduced Project Alternative would decrease the total building square footage that could be developed on the site, thereby potentially reducing the effects on both public right-of-way and private residential views that would be impacted by the development of expansion area A under the proposed project. As stated above, the refined project design developed in response to public input has resulted in more design details allowing for a refined analysis of impacts, as well as comprehensive mitigation that would reduce the impact to below a level of significance. With the Reduced Project Alternative, the changes in public on-site and adjacent scenic views would not occur, and those mitigation measures related to the future development of expansion area A would no longer be applicable to the proposed project.

~~Specifically expansion area A would be eliminated and would avoid the significant and unmitigable impact related to the unreasonable blockage of scenic views (Impact AES-3).~~ Impacts to public and private views and from light and glare, identified for the proposed project as refined (refer to Figure 3-2 and 3-4) would be slightly reduced with this alternative (Impacts AES-1, AES-2, AES-3, and AES-4). The recommended mitigation measures shall be incorporated into the Reduced Project Alternative (MM-AES-1, MMAES-2, ~~and~~ MM-AES-3, and MM-AES-4).

As with the proposed project, the Reduced Project Alternative would still require the same grading and excavation for site development and could directly or indirectly impact cultural resources, including subsurface historic, archaeological, and paleontological resources (Impacts CUL-1, CUL-2, and CUL-3). Implementation of the mitigation measures recommended for the proposed project (MM-CUL-1 and MM-CUL-2) shall be incorporated with this alternative if it is adopted.

The Reduced Project Alternative would have the same construction noise impacts as identified for the proposed project. Grading and construction activities would be the same; therefore, noise impacts at the northern, western, and southern property boundary (Impact NOS-1) would result from this alternative. Since this alternative would not include the parking in the lower

surface lot, facing westward along the western property boundary, impacts would be reduced but would still be significant (Impact NOS-3). Implementation of the mitigation measures recommended for the proposed project at the project site (MM-NOS-1 and MM-NOS-3) shall be incorporated into this alternative if it is adopted.

Air quality and greenhouse gas emissions, while they do not exceed the thresholds for significance and are not considered significant, would be lessened due to the reduction of building area, and in turn energy and materials. It is anticipated that the traffic associated with the Reduced Project Alternative would be generally the same as that of the proposed project, since the proposed project, including the expansion areas, would not generate traffic but accommodate the public accessing City facilities and commercial businesses in proximity to the project site.

This alternative would result in the same significance determination for issue areas addressed in Chapter 6.0, Effects Found Not to be Significant, which include agriculture and forestry resources, biological resources, geology and soils, hazards and hazardous materials, hydrology and water quality, mineral resources, population and housing, public services, recreation, and utilities and service systems.

Relocation of City administrative operations to another site would still be necessary. Assuming the temporary relocation would be at the lower parking area of the Shores Park, all potential impacts at this site would occur as part of the Reduced Project Alternative. Those impacts would be associated with construction of the proposed driveway improvements on subsurface resources (Impacts CUL-1 and CUL-2) and construction and operational noise (Impacts NOS-2 and NOS-4) on adjacent sensitive receptors. Therefore, implementation of the mitigation measures MM-CUL-1, MM-NOS-2, and MM-NOS-3~~4~~, recommended to reduce these impacts for the proposed project shall be incorporated into this alternative if it is adopted.

## **7.5 Temporary Relocation Alternatives**

### **7.5.1 Description of Temporary Relocation Alternatives**

To allow for consideration of temporary relocation options, the City has considered alternatives to allow for placement of City operations, including public hearings and workshops, and television studio operations, at various locations. The alternatives proposed for the temporary relocation are discussed below.

#### **7.5.1.1 Public Hearings at Powerhouse Park Community Building or Other Existing Meeting Rooms**

The City administrative offices and the television studio operations would be located on the Shores Park property, while all public hearings (e.g., City Council, Planning Commission, and Design Review Board) and workshops would be located at the Powerhouse Park Community Building or other existing meeting rooms, such as schools, or auditoriums. Driveway

improvements at Stratford Court would be necessary to allow for both ingress and egress for the City administrative operations at the Shores Park site. No improvements to such community meeting facilities would be necessary to accommodate the public hearings at these sites, as they are designed for large public gatherings.

### **7.5.1.2 Public Hearings at the Winston School Auditorium**

Under this alternative, the proposed City administrative offices and television studio operations would still be located on the lower pad, south of the Winston School, while all public hearings (e.g., City Council, Planning Commission, and Design Review Board) and workshops would be located within the Winston School auditorium. The driveway improvements at Stratford Court to allow for both ingress and egress would be included. No other improvements to Winston School would be necessary.

### **7.5.1.3 Temporary Facilities Placed on the Upper Shores Park Property**

The proposed City administrative offices and additional temporary portables for the hearing room and television studio operations would be located on the upper Shores Park site. Temporary restroom facilities would be provided on the Shores Park property for both the administrative office space and public meeting space as part of this alternative. The driveway improvements at Stratford Court would be necessary to allow for both ingress and egress to the site; however, the driveway to the upper lot would not be improved. No trees in the upper lot would be removed for this alternative, and limited, shallow trenching for utilities connections would be required.

### **7.5.1.4 Commercial Properties for Administrative Offices**

This alternative would allow for specific administrative offices to be located at rented or leased commercial properties within the City at a smaller square footage than considered above under Section 7.1.3.3, Alternatives Considered but Rejected. Under this reduced square footage, civic services could be separated into smaller leased facilities for the 30-month relocation period, thereby reducing the level of operation on the Shores Park site. The temporary relocation facilities at the Shores Park could be reduced, or if another alternative scenario is selected, not located on the property (e.g., such as with alternative use of Powerhouse Park or the Winston School Auditorium for public hearings) under this alternative. The driveway improvements at Stratford Court to allow for both ingress and egress would only be constructed if remaining services were proposed at the Shores Park property.

## **7.5.2 Alternatives Analysis**

A comparative analysis of each temporary relocation alternative described above has been conducted, irrespective of the alternatives for the proposed project described above in Section 7.3, No Project Alternative, and Section 7.4, Reduced Project Alternative. This approach is used to allow for decision making of not just the proposed City Hall and Town Hall facilities and expansion areas, but also the location(s) of the temporary City administrative

operations, public hearings and workshops, and the television studio operations and facilities. Furthermore, this approach would allow for flexibility, where all facilities would not be required to be at a single site, and could be separated into multiple locations based on facilities sizing and availability. The following is a comparative analysis of CEQA issues of the temporary relocation alternative sites to the proposed siting at the Shores Park.

### **7.5.2.1 Public Hearings at Powerhouse Park Community Building or Other Community Meeting Rooms**

As summarized above, the proposed City administrative offices would be located on the Shores Park site, south of the Winston School, while all public hearings (e.g., City Council, Planning Commission, and Design Review Board) and workshops would be located at the Powerhouse Park Community Building or other community meeting room such as churches, schools or auditoriums. The driveway improvements at Stratford Court to allow for both ingress and egress would be included for the City administrative operations at the Shores Park site. No improvements to such community meeting facilities would be necessary to accommodate the public hearings at these sites as they are designed for large public gatherings. This alternative would result in the same impacts as the Shores Park site with respect to grading impacts to cultural resources (CUL-1 and CUL-2) and construction noise (NOS-2). However, because the City administrative offices would close at 5:30 p.m., noise level limits associated with public hearings during nighttime hours (10:00 p.m. to 7:00 a.m.) would not occur. Therefore, the recommended mitigation measures CUL-1 and NOS-2 would still be required for this relocation alternative.

With respect to the public hearings at Powerhouse Park Community Building or other existing facilities, traffic conditions near Powerhouse Park and other community meeting facilities include regular use of these meeting rooms for special events and were considered at the time the Powerhouse Park Community Building and other public meeting spaces were approved and constructed. The traffic activity generated by a public hearing would be no greater than a similar public event and would not create any unforeseen traffic or parking conditions near the community center. It should be noted, that parking for this site, would be limited to the paid public parking; however, this is not an issue that must be considered under CEQA.

Noise levels and air quality and greenhouse gas emissions would not exceed those already contemplated for the facilities upon approval of permits and entitlements.

### **7.5.2.2 Public Hearings at the Winston School Auditorium**

Under this alternative the proposed City administrative offices would still be located on the lower pad, south of the Winston School, while all public hearings (e.g., City Council, Planning Commission, and Design Review Board) and workshops would be located within the Winston School Auditorium. The driveway improvements at Stratford Court to allow for both ingress and egress would be included, and would still result in impacts to cultural resources (CUL-1 and CUL-2) and construction noise (NOS-2). No other improvements to Winston School would be necessary.

Noise levels associated with persons attending and congregating outside meetings and hearings would be attenuated by the Winston School auditorium. However, the noise associated with people dispersing following a meeting after 10:00 p.m. would still occur with this relocation alternative (NOS-4). Therefore, the recommended mitigation measures CUL-1, NOS-2, and NOS-~~3~~4 would still be required for this relocation alternative.

### **7.5.2.3 Temporary Facilities Placed on the Upper Shores Park Property**

The proposed City administrative offices and additional temporary portables for the hearing room and television studio operations would be located on the upper Shores Park site. Temporary restroom facilities would be provided on the Shores Park property for both the administrative office space and public meeting space as part of this alternative. The driveway improvements at Stratford Court would be necessary to allow for both ingress and egress to the site, and would still result in impacts to cultural resources (Impacts CUL-1 and CUL-2) and construction noise (Impact NOS-2). The driveway to the upper lot would not be improved and no trees in the upper lot would be removed for this alternative. Limited, shallow trenching for utility connections would be required. See Figure 7-2 for approximate site location on the upper lot.

Should this alternative be selected, the analysis provided for the proposed project would adequately reflect the traffic patterns that would occur under this alternative as parking and access would be the same.

Because the City administrative offices would close at 5:30 p.m., noise level limits associated with public hearings during nighttime hours (10:00 p.m. to 7:00 a.m.) would not occur. Under this alternative, the noise levels associated with persons attending and congregating outside meetings and hearings will be located further away for the sensitive receptors identified for the proposed project. Impact NOS-4 would be avoided under this alternative.

With respect to the visual effects of this alternative on public right-of-way and private residential views, as illustrated in the attached photos in Figures 7-3a and 7-3b, the upper lot is well below Camino del Mar. The first-floor roofline of the existing development on the site is representative of the height of the portable structure that would be placed on this site, which would be single-story. Additionally, the vegetation on the site would further screen the addition of this building from the roadway. No “blue water” views would be lost with the placement of the Town Hall buildings on the upper lot. Similar to the proposed temporary relocation site, this alternative would not result in any significant impacts related to aesthetics and visual quality.

### **7.5.2.4 Commercial Properties for Administrative Offices**

This alternative would allow for specific administrative offices to be located at rented or leased commercial properties within the City at a smaller square footage than required for all components of the project as discussed above under Section 7.2, Alternatives Considered but Rejected. Under this reduced square footage, civic services could be separated into smaller

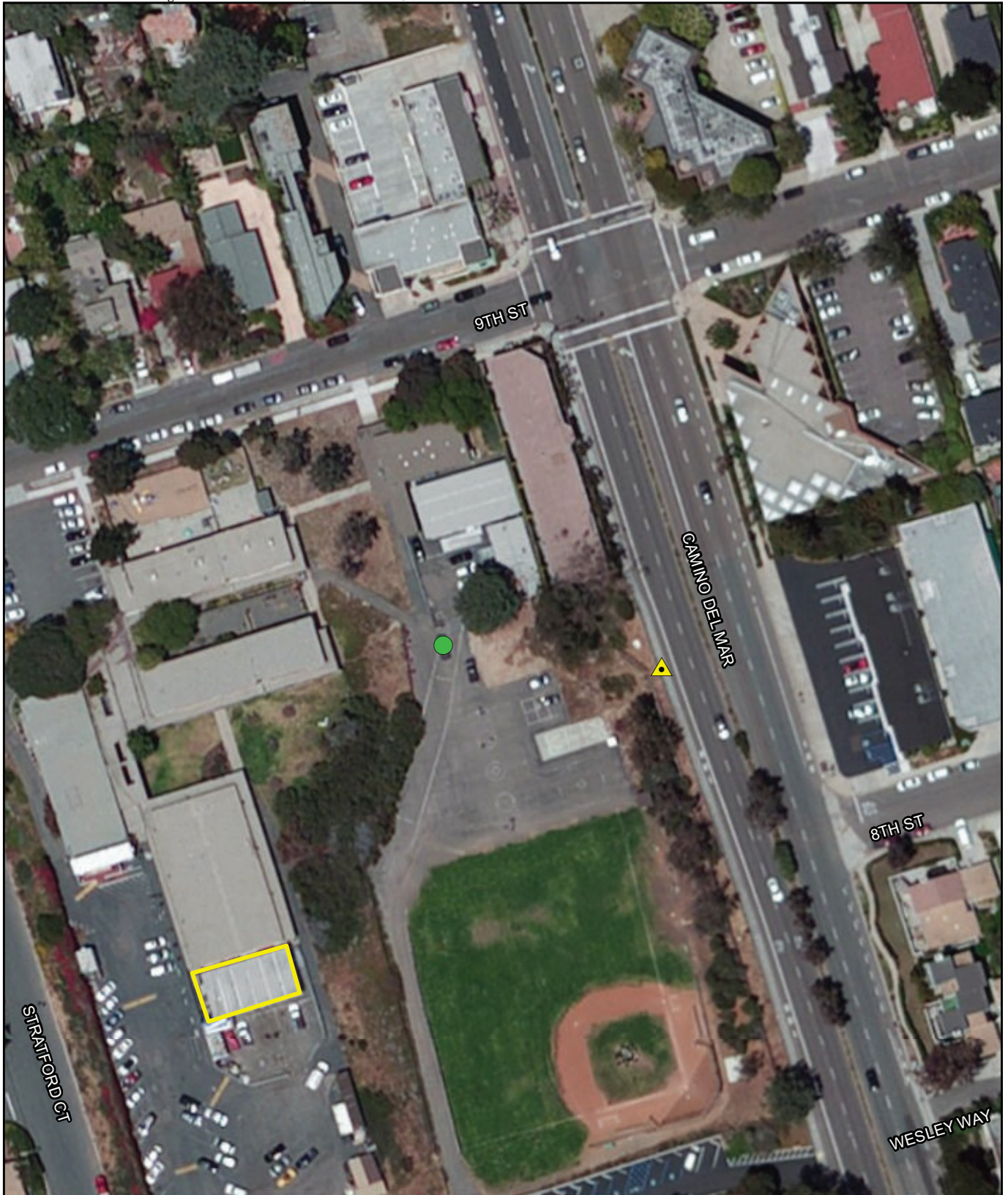
leased facilities for the 30-month relocation period, thereby reducing the level of operation on the Shores Park site. The temporary relocation facilities at the Shores Park could be reduced, or if another alternative scenario is selected, not located on the property (e.g., such as with alternative use of Powerhouse Park ~~or the Winston School Auditorium for public hearings~~) under this alternative. The driveway improvements at Stratford Court to allow for both ingress and egress would only be constructed if remaining services were proposed at the Shores Park property, and as such impacts to cultural resources (Impacts CUL-1 and CUL-2) and construction noise (Impact NOS-2) would still occur. Should City Hall administrative services be placed in commercial buildings within the City, they would replace similar office-related uses that would generate similar traffic-related trips. Therefore, there would be no unforeseen changes in traffic conditions as a result of this alternative. However, City operations would be impacted by not maintaining the departments together.




## 7.6 Environmentally Superior Alternative

CEQA Guidelines Section 15126.6(e)(2) requires that an EIR identify the “environmentally superior” alternative based on the evaluation of the project and its alternatives. The No Project Alternative would avoid all of the impacts associated with the proposed project; however, the removal of the on-site aged structures that contain ACMs and LBP would not occur with this alternative and this alternative would not create new civic spaces on the project site that provide opportunities to enjoy scenic views.

While this may be considered the environmentally superior alternative, pursuant to the CEQA Guidelines (Section 15126.6(e)(2)) due to the avoidance of significant impacts, if the No Project Alternative is determined to be the most environmentally superior project, then another alternative among the alternatives evaluated must be identified as the environmentally superior project. The project itself may not be identified as the environmentally superior alternative.

The Reduced Project Alternative is identified as the environmentally superior alternative as it would ~~avoid reduce the a significant and unmitigable~~ mitigated impacts (as analyzed under the refined project design, refer to Figure 3-2 and 3-3) to scenic views resulting from construction of expansion area A. Additionally, this alternative would reduce the proposed project impacts associated with operational noise ~~at in the western property line~~ portion of the project site. While air quality and greenhouse gas emissions would not exceed the thresholds for significance with the proposed project, the Reduced Project Alternative would reduce these impacts. The Reduced Project Alternative would also attain most of the proposed project’s objectives.



-  Temporary Relocation Site Alternative
-  Photographer's Location
-  Structure No Longer Present



**FIGURE 7-2**  
Temporary Relocation  
Alternative at Shores Park



FIGURE 7-3a  
Visual Analysis of Temporary  
Relocation Alternative at Shores Park



— — — — Portable Building Approximate Height

**FIGURE 7-3b**  
Visual Analysis of Temporary  
Relocation Alternative at Shores Park



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## **Chapter 9**

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