

CAPITOL OFFICE:  
STATE CAPITOL  
SACRAMENTO, CA 95814  
TEL (916) 651-4039  
FAX (916) 327-2188

DISTRICT OFFICE:  
2445 5TH AVENUE, SUITE 200  
SAN DIEGO, CA 92101  
TEL (619) 645-3133  
FAX (619) 645-3144



- STANDING COMMITTEES:
- ENERGY, UTILITIES AND COMMUNICATIONS, CHAIR
  - BUDGET AND FISCAL REVIEW
  - LOCAL GOVERNMENT
  - NATURAL RESOURCES AND WATER
  - TRANSPORTATION AND HOUSING
- JOINT COMMITTEES:
- LEGISLATIVE BUDGET COMMITTEE
  - EMERGENCY SERVICES AND HOMELAND SECURITY
  - ARTS
- MEMBER:
- CALIFORNIA CULTURAL AND HISTORICAL ENDOWMENT
  - CALIFORNIA LEGISLATIVE LESBIAN, GAY, BISEXUAL AND TRANSGENDER CAUCUS
  - LEGISLATIVE WOMEN'S CAUCUS
  - SEA GRANT ADVISORY PANEL
  - BROADBAND TASK FORCE

March 3, 2010

The Honorable Ben Hueso  
Council President and Chair, Rules Committee  
San Diego City Council  
202 C Street, 10<sup>th</sup> Floor MS 10A  
San Diego, CA 92101

Dear Council President Hueso and Members of the Rules Committee:

I introduced Senate Bill 1177 to establish a permanent natural buffer of at least 100 feet wide on the Del Mar Fairgrounds property from I-5 west to the Burlington Northern Santa Fe railroad tracks. SB 1177 directs the 22<sup>nd</sup> District Agricultural Association (DAA), a state agency that manages the Fairgrounds, to consult with the Department of Fish and Game and the State Parks Department in designing the buffer that will also include an extension of the 55-mile Coast to Crest Trail.

The 22<sup>nd</sup> DAA has circulated a Draft Environmental Impact Report for its 2008 Master Plan that calls for constructing a condo-hotel, convention center and 60,000 square foot sports/fitness complex on Fairgrounds property. At the same time, an appraisal of the Fairgrounds is perhaps the first step in Governor Schwarzenegger's Administration's intent to place all or part of the Fairgrounds up for sale. The Fairgrounds is surrounded by more than 600 acres of natural habitat including Southern California Edison's \$80 million restoration project, and areas managed by the San Dieguito River Park Joint Powers Authority and the Department of Fish and Game.

Whatever the Fairgrounds' future may be, the current proposal to develop areas immediately adjacent to the river would restrict public access to a stunning natural habitat. Establishing a permanent Greenway along the north edge of the river will assure permanent public access.

The City of San Diego has a history through its Multiple Species Conservation Program of protecting and preserving natural resources like the San Dieguito River by establishing buffer areas.

I respectfully request your support of SB 1177.

Sincerely,

  
CHRISTINE KEHOE  
Senator, 39<sup>th</sup> District  
Attachments



## **SB 1177 (Kehoe) Del Mar Greenway**

**Background:** The 22nd District Agricultural Association (DAA) is a state agency that operates the approximately 300-acre Del Mar Fairgrounds, located in the City of Del Mar and the City of San Diego. The 22nd DAA is one of 52 active state Agricultural Districts, with board members appointed by the Governor. The Del Mar Fair is the 6<sup>th</sup> largest in the United States and the largest fair in the California State Fair system. The 22<sup>nd</sup> DAA oversees the Del Mar Fairgrounds, Surfside Race Place, Horsepark Equestrian Center and Del Mar Golf Center. Its Mission Statement is, “To manage and promote a world-class, multi-use, public assembly facility with an emphasis on agriculture, education, entertainment and recreation in a fiscally sound and environmentally conscientious manner for the benefit of all.”

**The Problem:** The 22<sup>nd</sup> DAA has circulated a Draft Environmental Impact Report (DEIR) for the 2008 Master Plan that calls for constructing a condo-hotel, convention center and 60,000 square foot sports/fitness complex with lighted playing fields atop several of the buildings for play until 11 pm. A Final EIR is due later this year.

At the same time, the Department of General Services is conducting an appraisal of the Del Mar Fairgrounds--perhaps the first step in Governor Schwarzenegger’s Administration’s intent to place all or part of the Fairgrounds up for sale.

The Fairgrounds property is surrounded by more than 600 acres of natural habitat including the Southern California Edison \$80 million restoration project required as mitigation for the San Onofre Nuclear Generating Station (SONGS). The San Dieguito River Park Joint Powers Authority (JPA) and the California Department of Fish and Game also manage habitat areas near the Fairgrounds.

The San Dieguito River has a long history of overflowing its banks, flooding the Fairgrounds property. The California Coastal Commission has identified wetlands areas on the Fairgrounds property, including historic wetlands on parking lots used during the fair and racetrack events because the areas were in use prior to the adoption of the Coastal Act in 1976.

The 22<sup>nd</sup> DAA as a state institution is not subject to zoning ordinances adopted by the City of Del Mar, with its 26-foot height limit, and the City of San Diego with its 30-foot height limit in the coastal zone. As a state agency, the 22<sup>nd</sup> DAA should incorporate good site design. Buildings should be stepped back in height and not located so close to the property boundaries. Edge effects along the river should be minimized.

The Master Plan and DEIR add noise and light pollution to the fragile ecosystem in the lagoon, along the river and in the Edison restoration area. The bulk and size of the proposed new buildings are out of scale with the current Fairgrounds structures that are generally clustered towards the center of the property. The proposed maximum height of architectural features, including the hotel’s tower, is approximately 86.5 feet above grade.

The 70-foot light poles atop several proposed buildings provide perches for raptors and large birds to hunt in neighboring preserves. The DEIR does not adequately assess the potential for bird strikes on the proposed large electronic reader board along I-5 or on the 70-foot light poles. The proposed lighted playing fields will generate noise in an area where such sports-generated noise is not currently generated.



## SENATOR CHRISTINE KEHOE · THIRTY-NINTH SENATE DISTRICT

---

Whether all or some of the 18 projects included in the \$250 to \$300 million Master Plan are constructed, and whether or not the Governor's Administration is successful in selling off the horseracing portion of the 22<sup>nd</sup> DAA's assets, it is important to preserve public access along the river on this unique piece of state property. With a minimum 100-foot buffer, the area will begin to recover, much as the surrounding open space has. At the time the Draft EIR was distributed, the 22<sup>nd</sup> DAA indicated that construction would begin by 2012 with several of the projects completed by 2014.

Just over a year ago, the Lagoon re-opened and the fish population is now at 12 million where once there were none. The bird species in the area have increased from 59 to 158. Just think what could be done with a 100-foot Greenway along the river permanently protected from development!

### **SB 1177 Establishes a Permanent Greenway**

**The Solution:** SB 1177 directs the 22<sup>nd</sup> DAA to consult with the Department of Fish and Game and State Parks Department in designing a buffer at least 100 feet wide on Fairgrounds property from Interstate 5 west to the Burlington Northern Santa Fe railroad tracks along the northern edge of the San Dieguito River, including an extension of the 55-mile Coast to Crest Trail to the Lagoon. The Draft EIR calls for only a 10-foot wide path and narrow slope to a driveway behind the condo-hotel and exhibit areas as a buffer between the river and the proposed hotel and convention center.

Restoring the wetlands along the river should reduce the flooding that typically affects the Fairgrounds, whether it's an El Nino year or not. In addition, this permanent buffer will guarantee public access to the stunning natural setting along the river.

#### **What SB 1177 does:**

- It would require the 22<sup>nd</sup> DAA to develop, manage and maintain a minimum 100-foot wide greenway zone along the north bank of the San Dieguito River from Interstate 5 to the Burlington Northern Santa Fe Railroad right-of-way for the purpose of protecting, enhancing, and restoring the overall environmental quality of the San Dieguito River and adjacent wetlands. The greenway zone must be planted and maintained with native vegetation consistent with its purpose.
- It would require the 22<sup>nd</sup> DAA to develop, manage, and maintain a public access trail in the greenway zone. The recreational trail must be designed in consultation with the Department of Fish and Game (DFG) and the Department of Parks and Recreation (DPR).
- It would require the 22<sup>nd</sup> DAA to submit its implementation plan to DFG and DPR prior to July 1, 2011. It also requires DFG and DPR to review the plan and submit recommendations, if any, to the 22<sup>nd</sup> DAA prior to January 1, 2012.
- It would require the 22<sup>nd</sup> DAA to incorporate the recommendations of DFG and DPR into the plan and apply for all necessary permits by January 1, 2012. SB 1177 also requires the 22<sup>nd</sup> DAA to complete construction of the greenway zone by January 1, 2014.
- It would prohibit the area of the greenway zone from being used for development or parking. It also requires the greenway zone to be permanently dedicated to the use and enjoyment of the public, so that if the 22<sup>nd</sup> DAA ceases to exist or sells the property, the greenway and public access trail shall remain.

**For more information, please contact:**

Deanna Spehn 619-645-3133 [deanna.spehn@sen.ca.gov](mailto:deanna.spehn@sen.ca.gov)

## **1.0 EXECUTIVE SUMMARY**

### **1.1 INTRODUCTION**

This Executive Summary has been prepared according to the California Environmental Quality Act (CEQA) Guidelines Section 15123 for the 22nd District Agricultural Association (DAA) Environmental Impact Report (EIR) for the proposed Del Mar Fairgrounds Master Plan project. This EIR has been prepared by the 22nd DAA to analyze the proposed project's potential impacts on the environment; to discuss alternatives; and to propose mitigation measures for identified potentially significant impacts that will minimize, offset, or otherwise reduce or avoid those environmental impacts.

### **1.2 SUMMARY OF PROJECT DESCRIPTION**

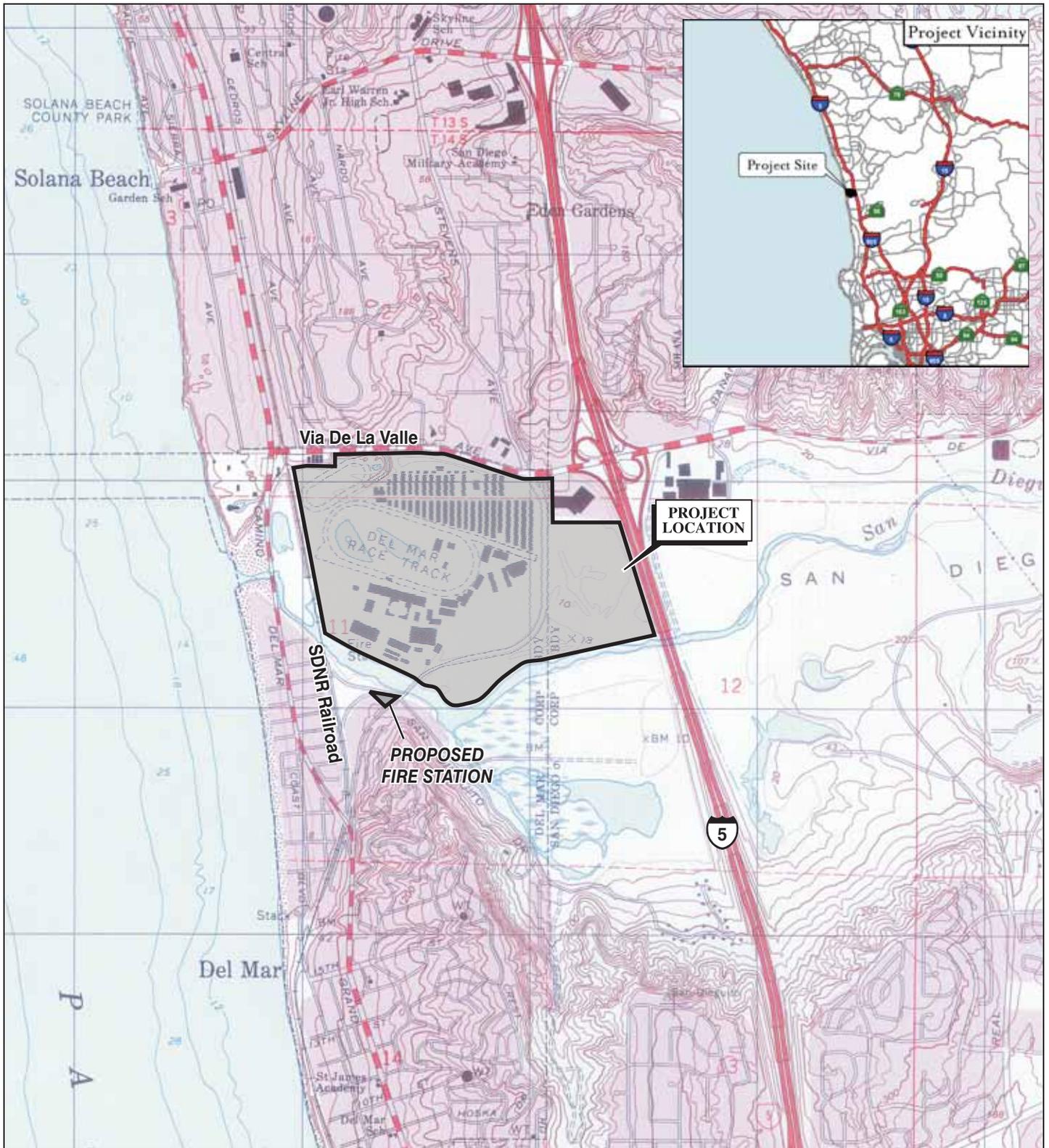
The 2008 Master Plan has been prepared by the 22nd DAA to plan immediate, near-term projects as well as conceptual, long-term projects for a period of 15 years. The 2008 Master Plan focuses on enhancing and improving Del Mar Fairgrounds facilities in a manner that maintains the Fairgrounds' distinction as a world-class Fair, Horseracing, equestrian, and conference/special event site. The near-term projects are intended to provide maintenance and improvement to the current service condition of the Fairgrounds facilities, including renovation and modernization of several structures and parking areas, construction of new structures, demolition of structures, and relocation of a maintenance yard and fire station. Near-term projects are expected to be implemented within 2–4 years of certification of this EIR, and a project-level CEQA analysis is being completed at this time. Long-term projects are currently being analyzed at a programmatic-level CEQA analysis and will require further analysis upon final design. Note that near-term and long-term terminology does not define a timeline series for implementation of the Master Plan projects. "Near-term" and "long-term" relate to the level of details provided in this EIR CEQA analysis. Near-term and long-term projects could be implemented simultaneously should funding be secured and additional CEQA analysis completed for the long-term projects shortly after certification of this EIR.

Refer to Table 1.A for a complete list of near-term and long-term projects. There are 12 project components of the Master Plan that are proposed to be implemented in the near-term. There are 6 components of the Master Plan that are proposed to be implemented by the 22nd DAA in the long-term, either within 4 to 10 years after certification of the EIR or requiring implementation by another Lead Agency. The long-term projects will require additional planning to define precise building parameters and are addressed at a programmatic level in the EIR. See Figures ES-1–ES-3 for a project location map and the locations for the proposed near-term and long-term projects.

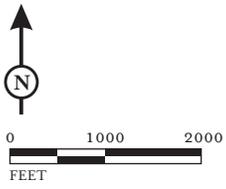
### **1.3 ALTERNATIVES**

The following four alternatives to the proposed project were selected for consideration, including the No Project Alternative and alternative sites as required by CEQA:

**This page intentionally left blank**



LSA



SOURCE: USGS 7.5' Quad - Del Mar, CA. (1994)

I:\DLM0601\G\EIR\Location ES-1.cdr (10/5/09)

FIGURE ES-1

Del Mar Fairgrounds Master Plan EIR  
Fairgrounds Project Location

**This page intentionally left blank**



LSA



SOURCE: Aerial: AirphotoUSA (2006); SanGIS (2006)

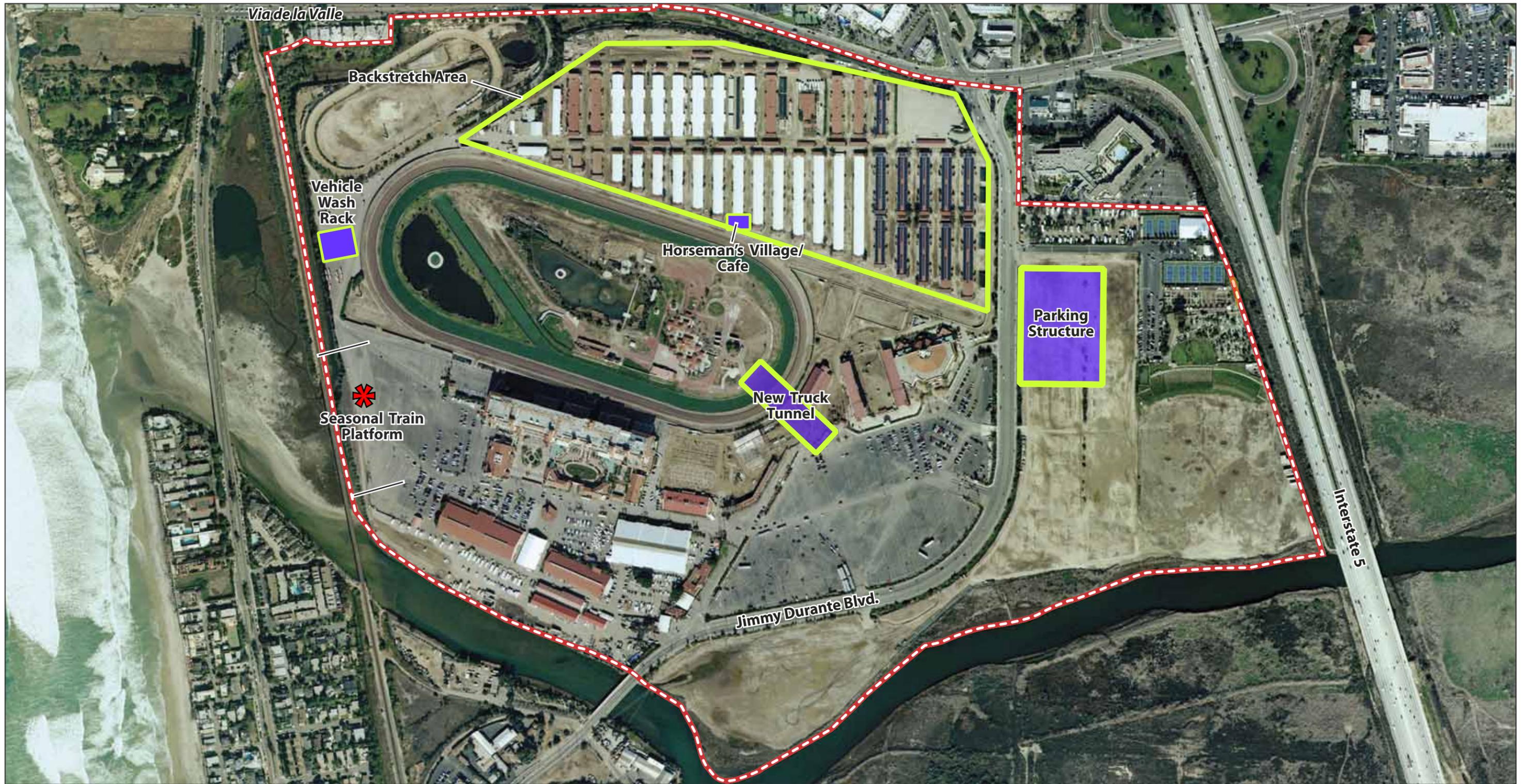
I:\DLM0601\G\EIR\NearTerm\_Projects ES-2.ai (10/5/09)

LEGEND

-  Project Limits
-  Near Term Project

FIGURE ES-2

**This page intentionally left blank**



L S A



0 235 470  
FEET

LEGEND

-  Project Limits
-  Long Term Project
-  Location to be Determined

SOURCE: Aerial: AirphotoUSA (2006); SanGIS (2006)

I:\DLM0601\G\EIR\LongTerm\_Projects ES-3.ai (10/5/09)

FIGURE ES-3

**This page intentionally left blank**

**Table 1.A: Summary of Near-Term and Long-Term Projects**

<b>Near-Term Projects</b>
<ul style="list-style-type: none"> <li>• Realign Solana Gate Road to provide three lanes and a sidewalk in order to afford better pedestrian access and efficient use of the Backstretch facilities, and construct an equestrian tunnel.</li> <li>• Pave the East Parking Lot to improve an existing dirt parking area with approximately 3,200 all-weather parking spaces and incorporate water quality best management practices (BMPs).</li> <li>• Provide sewer hook-up facilities at 62 recreational vehicle (RV) parking spaces in the east Fairgrounds location near Interstate 5 (I-5). Water and electricity hook-ups are currently in place.</li> <li>• Construct a new exhibit building with breakout rooms (to replace the Pat O'Brien Exhibit Hall, Bing Crosby Exhibit Hall, Exhibit Hall, and tent structure), with semisubterranean parking and three rooftop sports fields.</li> <li>• Construct a 330-room condominium hotel and accompanying conference facilities in the southern portion of the Fairgrounds. The hotel will be connected to the new exhibit building described above and include an 18,000 sf ballroom and semisubterranean parking. The hotel complex area will accommodate parking for 58 RVs (with water, electrical, and sewer hook-ups), the same number of RVs and hook-ups currently in this area.</li> <li>• Construct a new official gate/administration office facility and ticket box office as part of the hotel complex consisting of a three-story, 58,065 sf structure.</li> <li>• Relocate the existing Fairgrounds maintenance buildings/yard to provide storage and workshop areas closer to the areas of the Fairgrounds that they are serving.</li> <li>• Relocate the existing fire station off site.</li> <li>• Construct a two-sided, 192 sf electronic reader board sign along I-5. It will be approximately 48 feet (ft) high.</li> <li>• Construct a 60,000 sf Health Club/Sports Training Facility adjacent to I-5 in the Surf and Turf area of the site.</li> <li>• Widen the turf track by 25 percent to enhance track operations and maintenance.</li> <li>• Demolish the existing structures to allow for new development, including: the grooms' dormitory (known informally as "Motel 6") (48 rooms); the existing maintenance facilities; the Pat O'Brien Exhibit Hall, Bing Crosby Exhibit Hall, Exhibit Hall, and tent structure; the 22nd DAA marketing/human resources buildings and exhibit offices; the 22nd DAA operations building; the existing fire station; the Don Diego Clock Tower (although elements of the Clock Tower [i.e., decorative tiles] will be retained and used on site); and removal of the production and operations and purchasing trailers.</li> </ul>
<b>Long-Term Projects</b>
<ul style="list-style-type: none"> <li>• Enhance transit access to the Fairgrounds site by assisting SANDAG with implementation of a seasonal train platform on site at the Fairgrounds.</li> <li>• Construct a multilevel parking structure accommodating approximately 1,300 vehicles on a portion of the existing dirt lot (East Parking Lot) between Jimmy Durante Boulevard and I-5.</li> <li>• Improve the existing Backstretch Area by continuing to rebuild stables and living quarters in accordance with the Backstretch Master Plan.</li> <li>• Build a new Horseman's Village with a 25,000 sf cafe with a viewing platform adjacent to the track; demolish the existing facility.</li> <li>• Construct a new truck tunnel under the Racetrack.</li> <li>• Construct a new vehicle wash rack in the area west of the Racetrack.</li> </ul>

- Alternative 1: No Project/No Development
- Alternative 2: No Project/Existing Master Plan
- Alternative 3: Reduced Project/No Hotel

In evaluating an appropriate range of alternatives to the proposed project, a number of alternatives were considered and rejected by the Lead Agency. These considered but rejected alternatives, as described in Section 5.4 of this chapter, include a Reduced Project/No Interim Uses Alternative (Alternative 4) (limiting the Fairgrounds to only two major events per year, with a 9-month “dark” [Interim Season] period) and an Alternate Location Alternative (Alternative 5).

The No Project/No Development Alternative (Alternative 1) would be environmentally superior to the proposed project on the basis of the physical impacts that would occur with Alternative 1. If there were no changes to the existing conditions on site, there would be no increase in traffic, noise, construction or operational air emissions, solid waste, or GHG emissions, and the significant effects of the project would be avoided.

Similarly, the No Project/Existing Master Plan Alternative (Alternative 2) has substantially reduced impacts overall compared to the proposed project; however, significant impacts related to traffic would not be fully avoided. While the improvement projects identified in the 1985 Master Plan would be implemented, the existing Master Plan projects improve Fairgrounds facilities but do not introduce new land uses that would generate substantial amounts of additional traffic, emissions, or solid waste. Neither the No Project/No Development (Alternative 1) nor the No Project/Existing Master Plan (Alternative 2) alternatives fulfill the project objectives. However, GHG emissions would increase compared to existing conditions, and construction air quality impacts would remain significant.

The CEQA Guidelines require that if the environmentally superior alternative is the No Project/No Development Alternative, “the EIR also identify an environmentally superior alternative among the other alternatives” (CEQA Guidelines Section 15126.6[e][2]). The Environmentally Superior Alternative, in terms of direct physical effects on the environment, is the Reduced Project Alternative (Alternative 3).

The Reduced Project Alternative (Alternative 3) does not include the proposed hotel and fire station relocation. This alternative would implement the other improvements at the Fairgrounds planned as part of the proposed project, including the Health Club/Sports Training Facility, exhibit buildings, and the realignment of Solana Gate. The Reduced Project Alternative (Alternative 3) would result in reduced construction and operational impacts compared to the proposed project.

The Reduced Project Alternative (Alternative 3) meets most of the project objectives, but not to the same extent as the proposed project. The Reduced Project Alternative (Alternative 3) does not include the hotel; therefore, this alternative would not realize the objective of providing overnight stays on site for participants and patrons such as Racehorse owners, racing fans, or conference/convention events. The attractiveness of the Fairgrounds to conference planners will be limited under this alternative because, although new exhibit halls would be provided, the on-site hotel accommodations and dining facilities to support multiday conference/convention events would not be implemented. Overall, Alternative 3 projects would help sustain the financial security of the Del Mar Fairgrounds for present and future generations, but to a lesser extent than the proposed project.

Significant impacts related to traffic would not be fully avoided with Alternative 3. The number of significant impacts to intersections/ramps would be reduced from 13 to 11 when compared to the proposed project. Since implementation of traffic mitigation is outside the control of the 22nd DAA, the implementation of mitigation improvements is not assumed and all potentially significant traffic impacts are considered significant and unavoidable.

The significant project impacts related to construction and operational air quality and GHG emissions would not be avoided under this alternative. This alternative would result in reduced impacts for traffic compared with the proposed project; however, the alternative would still result in significant traffic impacts. The incremental contribution to cumulative waste disposal shortfalls would also be reduced compared to the proposed project, but would still be significant and unavoidable. Alternative 3 does not include construction of the proposed hotel; therefore, relocation of the fire station is not warranted. There would be no change to existing emergency vehicle siren noise from the fire station with this alternative, and the significant siren noise impact would be avoided.

Although the Reduced Project Alternative (Alternative 3) would reduce the duration of the project construction emissions, it would still result in significant construction-related air quality emission impacts. Therefore, the Reduced Project Alternative (Alternative 3) results in reduced significant, unavoidable adverse effects compared to the proposed project. The Reduced Project Alternative (Alternative 3) would also result in reduced overall construction impacts for water quality, hazardous materials, and recreation compared with the proposed project because hotel construction would not occur with this alternative. However, impacts related to these topics would still result in less than significant impacts, as would the proposed project.

## **1.4 AREAS OF CONTROVERSY**

Pursuant to State CEQA Guidelines Section 15123, this EIR acknowledges the areas of controversy and issues to be resolved which are known to the 22nd DAA or were raised during the scoping process. Major issues and concerns raised at the scoping meeting included: (1) transit and the need to implement the seasonal train platform, (2) parking areas adjacent to the River/Lagoon, (3) aesthetics, (4) traffic impacts to nearby communities, (5) impacts to the San Dieguito Lagoon, and (6) increased noise.

The Draft EIR addresses each of these areas of concern or controversy in detail, examines project-related and cumulative environmental impacts, identifies significant adverse environmental impacts, and proposes mitigation measures designed to reduce or eliminate potentially significant impacts. Appendix A includes the Notice of Preparation (NOP), a copy of the verbal comments captured by the court reported at the scoping meeting, and copies of written comments received.

## **1.5 SUMMARY OF IMPACTS AND MITIGATION MEASURES**

Table 1.B identifies the project environmental impacts, a significance determination, proposed mitigation measures, and level of significance after mitigation is incorporated into the project. The Table also identifies cumulative impacts resulting from build out of the proposed project in conjunction with the approved and pending cumulative projects. Environmental topics addressed in

this EIR include: Land Use, Population and Housing, Geology and Soils, Hydrology and Water Quality, Biological Resources, Cultural and Paleontological Resources, Public Services and Utilities, Air Quality, Traffic and Circulation, Recreation, Noise, Aesthetics, Greenhouse Gases, and Agricultural Resources.

**Table 1.B: Summary of Project Environmental Impacts, Mitigation Measures, and Residual Impacts**

Threshold of Significance	Impacts	Mitigation Measures	Level of Significance after Mitigation
<b>4.1 LAND USE</b>			
4.1.1 Physical division of an established community	<p>The Fairgrounds project site is adjacent to and bound by the San Dieguito River, San Dieguito Lagoon, Stevens Creek, railroad tracks, I-5, Jimmy Durante Boulevard, and Via de la Valle. These streets, the freeway, the railroad tracks, and the water bodies form the edge between the project site and adjacent current development/neighborhoods. Because the near-term and long-term projects do not separate any of these areas and, with the exception of the fire station, are proposed to be developed within the existing boundary of the Fairgrounds, no neighborhood or other established community would be physically divided by the proposed project. The construction phasing plan, as described in Chapter 3.0, Project Description, of this EIR and construction activities discussed in Section 4.3, Air Quality, and Section 4.4, Noise, of this EIR would also not physically divide a neighborhood or established community. Off-site improvements included within or that may result from implementation of the near-term and long-term projects include sidewalk improvements; traffic improvements within the Cities of Del Mar, Solana Beach, and San Diego, and California Department of Transportation (Caltrans) right-of-way, and the proposed relocated fire station. These improvements are intended to facilitate pedestrian safety, access, and traffic flow on existing streets, and do not include the creation or extension of any new streets that could divide an existing neighborhood. Therefore, impacts regarding physical division of a community are less than significant.</p>	No mitigation is required.	<b>Less than significant.</b>
4.1.2 Substantial conflict with an existing on-site land use, particularly uses for recreational, educational, or scientific purposes	<p>The Master Plan provides for the orderly development of Fairgrounds areas and provides conservation of resources on the project site. However, the Master Plan has the potential for construction to create conflict with other uses and activities on-site if the construction is not adequately coordinated, scheduled, and mitigated. Therefore mitigation is required to ensure the 22nd DAA implements the Construction Phasing Plan outlined in Chapter 3.0 and prepares a Construction Management Plan (CMP) for each Master Plan demolition and/or construction project. The 22nd DAA will make arrangements for the acquisition of the proposed fire station site prior to demolition of the existing fire station</p>	<p><b>Mitigation Measure 4.1.1:</b> The 22nd District Agricultural Association (DAA) will schedule events in accordance with a construction phasing plan described in Chapter 3.0 of this Environmental Impact Report (EIR) for the Master Plan projects to avoid conflicts between on-site events and construction activity.</p> <p><b>Mitigation Measure 4.1.3:</b> Prior to demolition of the existing on-site fire station, the 22nd District Agricultural Association (DAA) will make arrangements for the acquisition of the destination site (Parcels 30/31) for the new fire station. A certificate of occupancy for the new fire station shall be required prior</p>	<p>Implementation of Mitigation Measures 4.1.1, 4.1.3 and 4.1.6 and because the Master Plan provides for orderly development of uses that will be constructed consistent with on-site uses or to support existing on-site uses at the Fairgrounds through sensitive land use planning, the proposed near-term and long-term projects would not substantially conflict with existing on-site land uses and would reduce impacts to <b>less than significant</b>.</p>

**Table 1.B: Summary of Project Environmental Impacts, Mitigation Measures, and Residual Impacts**

Threshold of Significance	Impacts	Mitigation Measures	Level of Significance after Mitigation
	<p>to reduce potential impacts to existing service levels and use of the fire station.</p>	<p>to initiation of demolition of the existing fire station (also, see Mitigation Measure 4.1.1).</p> <p><b>Mitigation Measure 4.1.6:</b> The 22nd District Agricultural Association (DAA) will prepare a Construction Management Plan (CMP) for each Master Plan demolition and/or construction project prior to the initiation of demolition or construction, which will address potential construction effects to on-site land uses. The CMP will include, as appropriate for the project, measures and methods to reduce impacts to the on-site activities, and/or a strategy to relocate affected uses to other parts of the Fairgrounds site. Such strategies may include but are not limited to temporary traffic-control measures, dust-control measures, fencing, and construction-area security, as warranted. See also Mitigation Measure 4.2.1 in the Traffic and Circulation section of this Environmental Impact Report (EIR).</p>	
<p>4.1.3 Substantial conflict with existing adjacent land use, including substantial incompatibility with significant wildlife, recreation, resource production, and hazard areas</p>	<p>The construction and operation of the near-term and long-term projects have the potential to result in a conflict with existing adjacent land uses.</p> <p>The Fairgrounds project site is surrounded by physical features that isolate the site and separate it from adjacent uses such as roadways, railroad tracks, and the San Dieguito River. Recreation use of the site dates from 1926, when the Del Mar Golf Course opened on the site. The Fairgrounds was sited at this location in 1936, and since that time the surrounding areas have developed with residential neighborhoods and commercial uses alongside one of the most active Fairgrounds and horse racing facilities in the State. Generally, the existing adjacent uses appear to be compatible with the existing Fairgrounds, as most of the adjacent land uses have been in place for decades and remain operationally viable. However, the proposed Master Plan involves the redevelopment of existing facilities and the addition of new facilities and uses that will be used year-round (no proposed improvements to Fair or Race Meet operations). Construction of these near-term and long-term projects has the potential to impact existing adjacent off-site uses and mitigation is required to ensure the 22nd DAA prepares a CMP for each Master Plan demolition and/or construction project and</p>	<p><b>Mitigation Measure 4.1.2:</b> The 22nd District Agricultural Association (DAA) will prepare a Construction Management Plan (CMP) for each Master Plan demolition and/or construction project prior to the initiation of demolition or construction that will address potential construction effects to off-site land uses. The CMP will include, as appropriate for the project, dates and duration of demolition/construction activity; site access for construction vehicles; and required mitigation discussed in this Environmental Impact Report (EIR) and other methods to reduce short-term effects to off-site land uses, such as construction fencing, dust control measures, and traffic control measures. See also Mitigation Measure 4.2.1 in the Traffic and Circulation section of this EIR.</p> <p><b>Mitigation Measure 4.1.5:</b> The 22nd District Agricultural Association (DAA), in consultation with the City of Del Mar, will ensure that the construction of the fire station will not necessitate temporary closure of the existing trail along the south bank of the San Dieguito River.</p>	<p>Implementation of Mitigation Measure 4.1.2 and 4.1.5 will reduce impacts to these adjacent off-site land uses to <b>less than significant</b>.</p>

**Table 1.B: Summary of Project Environmental Impacts, Mitigation Measures, and Residual Impacts**

Threshold of Significance	Impacts	Mitigation Measures	Level of Significance after Mitigation
	coordinates with the City of Del Mar to ensure the trail along the San Dieguito River remains open during construction of the proposed fire station.		
4.1.4 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, Chapter 3 of the Local Coastal Act, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect	The proposed Master Plan near-term and long-term projects are generally consistent with applicable land use plans, policies, and regulations, including the Coastal Act. Mitigation is provided in several sections of the EIR that ensure the projects are consistent with Marine Environmental policies, Development policies, and Floodplain Hazards policies of the Coastal Act.	<p><b>Mitigation Measure 4.1.4:</b> Prior to demolition of the existing fire station, the lead agency for implementing the fire station will apply for approval of the necessary City of Del Mar discretionary permits, including (1) a local Conditional Use Permit (CUP), (2) a Standards Variance for height; (3) Design Review Board approval, and (4) a Local Coastal Development Permit (LCDP) from the City of Del Mar to construct the new fire station. A Certificate of Occupancy for the new fire station is required prior to initiation of demolition of the existing fire station. The 22nd District Agricultural Association (DAA) will verify approval of the local discretionary actions.</p> <p>Refer to Mitigation Measures 4.6.7, 4.6.9, 4.11.6, 4.11.7 and measures identified in Section 4.16, Greenhouse Gases and Energy, in this EIR.</p>	Implementation of Mitigation Measure 4.1.4 and the mitigation provided in several other sections of the EIR would reduce potential conflicts with applicable land use plans, policies, or regulations of an agency with jurisdiction over the project to <b>less than significant</b> .
Cumulative Land Use Impacts	<p>When combined with the other projects that are proposed, approved, or under construction, including cumulative build out of the Cities of Del Mar and San Diego in the San Dieguito River Valley and related coastal community, the proposed project incrementally adds to the completion of existing developed areas in the Cities of Del Mar and San Diego. In doing so, the Master Plan projects provide significant public visitor amenities and educational facilities to the area. In conclusion, the proposed project does not substantially contribute to conflicts with applicable Land Use Plans adopted for the purpose of avoiding or mitigating an environmental effect, does not eliminate designated open space or a recreation area, does not physically divide an established community, and does not contribute to a substantial conflict with on-site or adjacent uses.</p> <p>Therefore, a significant adverse cumulative land use impact will not result from implementation of the proposed project.</p>	No mitigation is required.	<b>Less than significant.</b>

**Table 1.B: Summary of Project Environmental Impacts, Mitigation Measures, and Residual Impacts**

Threshold of Significance	Impacts	Mitigation Measures	Level of Significance after Mitigation
<b>4.2 TRANSPORTATION</b>			
<p>4.2.1 The addition of project traffic may cause a significant impact to occur at an:</p> <p><b>Intersection</b>                      If the LOS degrades from LOS D to LOS E/F, or if already at LOS E/F, the increase in delay exceeds the amount specified in either Table 4.2.AF or Table 4.2.AG (depending on jurisdiction)</p> <p><b>Segment</b>                      If the LOS degrades from LOS D to LOS E/F, or if already at LOS E/F, the increase in v/c exceeds the amount specified in either Table 4.2.AF or Table 4.2.AG (depending on jurisdiction), or if pre-project delay is less than 15 minutes and project causes delay exceeding 17 minutes</p> <p><b>Ramp Meter</b>                      If the preproject delay exceeds 15 minutes and the project contribution exceeds 2 minutes</p> <p><b>Freeway Mainline</b>                      If the LOS degrades from LOS D to LOS E/F, etc., or if already at LOS E/F etc., the increase in v/c exceeds the amount specified in Table 4.2.AF</p>	<p>Prior to mitigation, the proposed project would result in significant traffic and circulation impacts at the following locations:</p> <p><b>Intersections</b></p> <ol style="list-style-type: none"> <li>1. Lomas Santa Fe Drive/Highway 101</li> <li>3. Via de la Valle/Camino Del Mar (this impact occurs under long-term conditions only)</li> <li>4. Via de la Valle/Solana Gate</li> <li>5. Via de la Valle/Jimmy Durante Boulevard</li> <li>6. Via de la Valle/I-5 SB ramps</li> <li>7. Via de la Valle/I-5 NB ramps</li> <li>9. Via de la Valle/El Camino Real West</li> <li>11. Jimmy Durante Boulevard/Main Gate</li> <li>12. Jimmy Durante Boulevard/Office Gate/Fire Exit</li> <li>13. Jimmy Durante Boulevard/San Dieguito Dr</li> <li>15. Camino Del Mar/13th Street</li> <li>16. Camino Del Mar/11th Street</li> <li>18. Camino Del Mar/Del Mar Heights Road</li> </ol> <p><b>Street Segments</b></p> <ul style="list-style-type: none"> <li>• Camino Del Mar. Jimmy Durante Boulevard to 15th Camino Del Mar. 15th Street to 11th Street</li> <li>• Via de la Valle. Jimmy Durante Boulevard to I-5 SB ramps</li> </ul> <p><b>Ramp Meters</b></p> <ul style="list-style-type: none"> <li>• Via de la Valle EB to I-5 SB ramp</li> </ul>	<p><b>Mitigation Measure 4.2.1:</b> Prior to notice to proceed for construction of the proposed hotel/exhibit hall, the 22nd District Agricultural Association (DAA) shall negotiate and enter into agreements with the Cities of Del Mar, Solana Beach, and San Diego for the fair share of the proportionate cost of the total costs for street improvements identified in Mitigation Measure 4.2.3 when each of the Cities has a funding plan and a funding mechanism that provides for all cumulative projects contributing to the total cost of the improvements. Fees shall be provided by the 22nd DAA to the Cities that will implement the mitigation improvement.</p> <p><b>Mitigation Measure 4.2.2:</b> Prior to notice to proceed for construction of the proposed hotel/exhibit hall, the 22nd District Agricultural Association (DAA) shall negotiate and enter into an agreement with the California Department of Transportation (Caltrans) for the fair share of the proportionate cost for freeway ramp improvements identified in Mitigation Measure 4.2.3 when Caltrans has a funding plan and a funding mechanism that provides for all cumulative projects contributing to the total cost of the improvements. Fees shall be provided by the 22nd DAA to Caltrans, which will implement the mitigation improvement.</p> <p><b>Mitigation Measure 4.2.3:</b> Prior to occupancy of the exhibit halls/rooftop sports fields, hotel facilities, or the Health Club/Sports Training Facility, the 22nd District Agricultural Association (DAA) will contribute a proportionate fair share amount pursuant to Mitigation Measures 4.2.1 and 4.2.2 for the implementation of the following improvements. It should be noted that the improvements provided below are needed in Off-Season, Fair, and Race Meet conditions except where noted.</p> <ul style="list-style-type: none"> <li>• Intersections:                             <ul style="list-style-type: none"> <li>○ Lomas Santa Fe Drive/Highway 101: Restripe eastbound approach and provide a left- and through-right lane, as well as east-west permitted left-turn phasing.</li> </ul> </li> </ul>	<p>Mitigation has been identified for the other potentially significant traffic impacts; however, for the purposes of this EIR, project contribution to the impacts will remain significant and adverse until the appropriate agency approves and implements each noted improvement in Mitigation Measure 4.2.3, in accordance with the appropriate fair-share funding as described in Mitigation Measures 4.2.1 and 4.2.2. Should the agencies agree to plan and construct these improvements, many of the impacts would be mitigated. Without mitigation, all impacts are <b>significant and unavoidable</b>.</p>

**Table 1.B: Summary of Project Environmental Impacts, Mitigation Measures, and Residual Impacts**

Threshold of Significance	Impacts	Mitigation Measures	Level of Significance after Mitigation
		<ul style="list-style-type: none"> <li>○ 3. Via de la Valle/Camino Del Mar: Add westbound right-turn-overlap phase and prohibit southbound U-turns (long-term only)</li> <li>○ 4. Via de la Valle/Solana Gate: Install a traffic signal.</li> <li>○ 5. Via de la Valle/Jimmy Durante Boulevard: Construct westbound triple left-turn lanes on Via de la Valle to Jimmy Durante Boulevard, and modify striping on southbound Jimmy Durante Boulevard to accommodate three left-turn lanes.</li> <li>○ 9. Via de la Valle/El Camino Real West: Add northbound right-turn-overlap phase and prohibit westbound U-turns (Off-Season and Fair conditions only).</li> <li>○ 11. Jimmy Durante Boulevard/Main Gate: Install a traffic signal.</li> <li>○ 12. Jimmy Durante Boulevard/Hotel Driveway: Install a traffic signal and a northbound left-turn lane</li> <li>○ 13. Jimmy Durante Boulevard/San Dieguito Drive: Install a traffic signal.</li> <li>○ 15. Camino Del Mar/13th Street: Install a traffic signal.</li> <li>○ 16. Camino Del Mar/11th Street: Install a traffic signal.</li> <li>○ 18. Camino Del Mar/Del Mar Heights Road: Change signal phasing to include a northbound right-turn overlap phase.</li> <li>• Street Segments: <ul style="list-style-type: none"> <li>○ Camino Del Mar – 15th Street to 11th Street (intersection improvements to the Camino Del Mar/11th Street intersection described above would mitigate this segment impact)</li> <li>○ Via de la Valle – Jimmy Durante Boulevard to I-5 Southbound (SB) Ramps: Intersection improvements to the Via de la Valle/Jimmy Durante Boulevard intersection described above will mitigate this roadway segment.</li> </ul> </li> </ul>	

**Table 1.B: Summary of Project Environmental Impacts, Mitigation Measures, and Residual Impacts**

Threshold of Significance	Impacts	Mitigation Measures	Level of Significance after Mitigation
		<ul style="list-style-type: none"> <li>• Freeway Ramp Meter:                             <ul style="list-style-type: none"> <li>○ Via de la Valle I-5 SB Ramp: Add additional storage lane on SB ramp</li> </ul> </li> </ul>	
4.2.2 The project may result in a significant impact if results in traffic that exceeds, either individually or cumulatively, a LOS standard established by the county congestion management agency for designated roads or highways.	Refer to discussion above for Threshold 4.2.1.	See Mitigation Measures 4.2.1–4.2.3.	<b>Significant and unavoidable.</b>
4.2.3 The project may result in a significant impact if it would 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.	The proposed project would not result in a change in air traffic patterns resulting from either an increase in traffic levels or a change in location that would result in substantial safety risks. No mitigation is required.	No mitigation is required.	<b>No impact.</b>
4.2.4 The project may result in a significant impact if it substantially increases hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).	The proposed 2008 Master Plan project would not increase hazards due to design features or incompatible uses, nor would the project result in inadequate emergency access. No mitigation is required.	No mitigation is required.	<b>No impact.</b>
4.2.5 The project may result in a significant impact if it results in inadequate emergency access.	See discussion for 4.2.4 above.	No mitigation is required.	<b>No impact.</b>
4.2.6 The project may result in a significant impact if it results in inadequate parking capacity.	No parking impacts are expected with operation of the proposed Master Plan projects.	No mitigation is required.	<b>No impact.</b>
Cumulative Traffic and Circulation Impacts	The proposed project's contribution would result in significant unavoidable traffic impacts.	See Mitigation Measure 4.2.3.	<b>Significant and unavoidable.</b>
<b>4.3 AIR QUALITY</b>			
4.3.1 Conflict with or obstruct implementation of the San Diego Air Basin 2004 Triennial Regional Air Quality Strategy Revision	<p><b>Near-Term Projects</b></p> <p>The current approved 1985 Master Plan for the Fairgrounds does not include most of the proposed near-term projects. Therefore, the proposed near-term projects are not consistent with the current, adopted Fairgrounds Master Plan as reflected in regional projections, and emissions from the proposed near-term projects are not accounted for in the current regional emissions inventory. In addition, as described in the impacts discussion below under Threshold 4.3.2, the proposed project emissions would exceed the emissions standards and result in a significant project impact relative to violating an applicable air quality standard and contributing to an existing or projected air quality violation. Therefore, the proposed projects are not considered to be consistent with the RAQS and would result in a significant impact relative to conflicting with, or obstructing implementation of, the RAQS and</p>	<p><b>Near-Term Projects</b></p> <p><b>Mitigation Measure 4.3.14</b> Upon adoption of the proposed Master Plan, the 22nd District Agricultural Association (DAA) will submit the plan to San Diego Association of Governments (SANDAG) and San Diego Air Pollution Control District (SDAPCD) for incorporation into SANDAG forecasts and the Regional Air Quality Strategies (RAQS).</p>	<p><b>Near-Term Projects</b></p> <p>Implementation of Mitigation Measure 4.3.14 requires that the 22nd DAA submit the approved 2008 Fairgrounds Master Plan to SANDAG and the SPAPCD for incorporation into future SANDAG forecasts and the RAQS, thereby reducing impacts to <b>less than significant</b>.</p>

**Table 1.B: Summary of Project Environmental Impacts, Mitigation Measures, and Residual Impacts**

Threshold of Significance	Impacts	Mitigation Measures	Level of Significance after Mitigation
	<p>mitigation is required.</p> <p><b>Long-Term Projects</b></p> <p>The long-term projects are expected to result in a less than significant impact regarding potential increased air emissions because the projects either improve or replace existing facilities and are not new trip-generating uses. Also, as described in Section 4.16, Greenhouse Gases and Energy, of this EIR, the proposed long-term projects will be built to LEED-NC Silver standards. Therefore, the proposed long-term projects are not expected to result in emissions of criteria pollutants that exceed the emissions standards or result in a significant impact relative to violating air quality standards. Also, the long-term projects are included in the 2008 Master Plan Update, which will be submitted to the APCD and SANDAG upon adoption for inclusion in future forecasts and consideration in future RAQS updates (see Mitigation Measure 4.3.14). Therefore, the Master Plan projects, including the long-term projects, will be incorporated into future regional emissions and strategies efforts by the SDAPCD and SANDAG. The proposed long-term projects are expected to be found consistent with the applicable RAQS at the time project-level CEQA analyses are conducted, since the RAQS is updated on a regular basis and the next update will include the 2008 Fairgrounds Master Plan. The long-term projects are not expected to conflict with or obstruct implementation of the RAQS and will result in a less than significant impact relative to this threshold, and no mitigation is required.</p>	<p><b>Long-Term Projects</b></p> <p>No mitigation is required.</p>	<p><b>Long-Term Projects</b></p> <p><b>Less than significant.</b></p>
<p>4.3.2 Violate any air quality standard or contribute substantially to an existing or projected air quality violation</p>	<p><b>Near-Term Projects</b></p> <p>Construction activities produce combustion and fugitive dust emissions from various sources, such as site grading, utility engines, on-site heavy-duty construction vehicles, equipment hauling materials to and from the site, and motor vehicles transporting the construction crew. Exhaust emissions during the construction envisioned on site would vary daily as construction activity levels change. The application of paint and other architectural coatings would result in exceedance of the daily reactive organic gas (ROG) emissions thresholds; therefore, the near-term projects have potentially significant impacts to air quality and mitigation is</p>	<p><b>Near-Term Projects</b></p> <p>See Mitigation Measures 4.16.11, 4.16.15 and 4.16.16.</p> <p><b>Mitigation Measure 4.3.1:</b> Prior to and during construction, the construction contractor shall select the construction equipment used on site based on low emission factors and high energy efficiency. The construction contractor shall ensure that construction grading plans include a statement that all construction equipment will be tuned and maintained in accordance with the manufacturer's specifications.</p> <p><b>Mitigation Measure 4.3.2:</b> Prior to construction, the</p>	<p><b>Near-Term Projects</b></p> <p>Measures 4.3.1 through 4.3.13 would reduce potential construction air quality impacts to a less than significant level. However, emissions of ROG remain <b>significant and unavoidable</b> even with implementation of this mitigation measure.</p> <p>Mitigation Measures 4.16.11, 4.16.15 and 4.16.16 reduce operational vehicular emissions would reduce projected PM<sub>10</sub> emissions for the near-term projects to a <b>less than significant</b> level.</p>

**Table 1.B: Summary of Project Environmental Impacts, Mitigation Measures, and Residual Impacts**

Threshold of Significance	Impacts	Mitigation Measures	Level of Significance after Mitigation
	<p>required.</p> <p>The proposed near-term projects may be found to result in a potentially significant impact if the emissions violate an air quality standard or contribute substantially to an existing or projected air quality violation. As described above, the proposed near-term projects would exceed the daily (screening-level) thresholds established in the County of San Diego Guidelines for Determining Significance for PM<sub>10</sub> and result in a significant impact. The Basin is in nonattainment status for PM<sub>10</sub>; therefore, the project's contribution to regional emissions of PM<sub>10</sub> may contribute substantially to the existing air quality violation and results in a significant impact relative to existing or projected air quality violations pertaining to PM<sub>10</sub>.</p> <p>Localized air quality impacts (i.e., higher CO concentrations [CO hot spots] near intersections or roadway segments in the project vicinity) would also be considered minimal due to the generally low ambient CO concentrations in the project area. Therefore, project impacts related to CO emissions are considered less than significant, and no mitigation is required.</p>	<p>construction contractor shall ensure, and the California Construction Authority (CCA) shall verify, that construction grading plans include a statement that work crews will shut off equipment when not in use.</p> <p><b>Mitigation Measure 4.3.3:</b> During construction, the construction contractor shall time the construction activities so as not to interfere with peak-hour traffic and to minimize obstruction of through traffic lanes adjacent to the site; if necessary, a flagperson shall be retained to maintain safety adjacent to existing roadways. The California Construction Authority (CCA) shall verify implementation of this measure.</p> <p><b>Mitigation Measure 4.3.4:</b> During construction, the construction contractor shall support and encourage ridesharing and transit incentives for the construction crew. The California Construction Authority (CCA) shall verify implementation of this measure.</p> <p><b>Mitigation Measure 4.3.5:</b> During construction, the construction contractor shall ensure, and the California Construction Authority (CCA) shall verify, that portions of the construction site to remain inactive longer than a period of three months are seeded and watered until grass cover is grown.</p> <p><b>Mitigation Measure 4.3.6:</b> During construction, the construction contractor shall ensure, and the California Construction Authority (CCA) shall verify, that all active portions of the construction site are watered a minimum of twice daily, more often when needed due to dry or windy conditions, to prevent excessive amounts of dust..</p> <p><b>Mitigation Measure 4.3.7:</b> During construction, the construction contractor shall ensure, and the California Construction Authority (CCA) shall verify, that on-site vehicle speed shall be limited to 15 miles per hour (mph).</p> <p><b>Mitigation Measure 4.3.8:</b> During construction, the construction contractor shall ensure, and the California Construction Authority (CCA) shall verify, that all on-</p>	

**Table 1.B: Summary of Project Environmental Impacts, Mitigation Measures, and Residual Impacts**

Threshold of Significance	Impacts	Mitigation Measures	Level of Significance after Mitigation
	<p><b>Long-Term Projects</b></p> <p>Construction activity for the long-term projects would result in dust from earth movement and emissions from construction equipment and construction-related trips. Depending upon the specific construction schedule for individual long-term projects and how the project</p>	<p>site roads are paved as soon as feasible or watered periodically or chemically stabilized.</p> <p><b>Mitigation Measure 4.3.9:</b> During construction, the construction contractor shall ensure, and the California Construction Authority (CCA) shall verify, that all material excavated or graded is sufficiently watered to prevent excessive amounts of dust. Watering, with complete coverage, shall occur at least twice daily, preferably in the late morning and after work is done for the day. Surfactants shall be applied to stock piles of dirt, inactive construction areas, and construction roads.</p> <p><b>Mitigation Measure 4.3.10:</b> During construction, the construction contractor shall ensure, and the California Construction Authority (CCA) shall verify, that all clearing, grading, earth moving, or excavation activities cease during periods of high winds (i.e., greater than 25 miles per hour [mph] averaged over 1 hour).</p> <p><b>Mitigation Measure 4.3.11:</b> During construction, the construction contractor shall ensure, and the California Construction Authority (CCA) shall verify, that all material transported off site is either sufficiently watered or securely covered to prevent excessive amounts of dust.</p> <p><b>Mitigation Measure 4.3.12:</b> During construction, the construction contractor shall ensure, and the California Construction Authority (CCA) shall verify, that the area disturbed by clearing, grading, earth moving, or excavation operations is minimized at all times.</p> <p><b>Mitigation Measure 4.3.13:</b> During final design, the Project Engineer shall specify, and during construction the construction contractor shall ensure, that all paint and other architectural coatings used are low volatile organic compound (VOC) emissions materials.</p> <p><b>Long-Term Projects</b></p> <p>See Mitigation Measures 4.16.4 and 4.16.7.</p> <p><b>Strategy 4.3.1:</b> Construction of long-term projects will be subject to Mitigation Measures 4.3.1 through 4.3.13, as required to reduce the air quality effects of</p>	<p><b>Long-Term Projects</b></p> <p>Implementation of Mitigation Measures 4.16.4 and 4.16.7 and Strategies 4.3.1 and 4.3.2 would reduce potential impacts from the long-term projects to <b>less than significant</b>.</p>

**Table 1.B: Summary of Project Environmental Impacts, Mitigation Measures, and Residual Impacts**

Threshold of Significance	Impacts	Mitigation Measures	Level of Significance after Mitigation
	<p>construction activities overlap, construction activity may result in the violation of construction emissions thresholds for one or more constituents and is a potentially significant impact of the long-term projects.</p> <p>Generally, the long-term projects are uses that are not expected to generate a substantial number of additional trips to the Fairgrounds, as they are enhancements to the existing facility. Therefore, a substantial increase in vehicle-related emissions is not anticipated as a result of implementation of the long-term projects. The potential for increased train emissions with improved rail service to the site will be studied at the time a specific proposal is put forward by the lead transit agency, anticipated to be SANDAG. It is not anticipated that the traffic from operation of the long-term projects will violate operational emissions thresholds or result in CO hot spots.</p> <p>Operations emissions associated with the long-term projects from heating and cooling and other sources of new energy use are anticipated to be limited. Furthermore, the air emissions of criteria pollutants associated with energy use for the long-term projects is expected to be less than significant and is further reduced with the implementation of mitigation measures identified to reduce GHG emissions. Therefore, operational emissions as a result of implementation of the long-term projects is considered less than significant, and no additional mitigation measures are warranted.</p>	<p>construction activity, to below the screening level standards established in the County of San Diego Guidelines for determining significance, including but not limited to those identified above.</p> <p><b>Strategy 4.3.2:</b> Construction and operation of long-term projects will be subject to Mitigation Measures listed in Section 4.16, Greenhouse Gases and Energy, as listed above and as required to reduce the air quality effects associated with energy generation.</p>	
<p>4.3.3 Expose sensitive receptors to substantial pollutant concentrations</p>	<p><b>Near-Term Projects</b></p> <p>The proposed near-term projects would not produce hazardous emissions such as those associated with industrial uses. In addition, the proposed near-term projects are located on the existing Fairgrounds site (with the exception of the fire station) and would not locate any new sensitive land uses within the vicinity of any hazardous emission sources. Therefore, an air toxic analysis was neither warranted nor conducted. As discussed in further detail in Section 4.3, none of the 10 intersections analyzed would have a one-hour CO concentration exceeding the State standard of 20 ppm. The eight-hour CO concentration at these intersections</p>	<p><b>Near-Term Projects</b></p> <p>No mitigation is required.</p>	<p><b>Near-Term Projects</b></p> <p>Near-term project impacts related to CO emissions are considered <b>less than significant</b>.</p>

**Table 1.B: Summary of Project Environmental Impacts, Mitigation Measures, and Residual Impacts**

Threshold of Significance	Impacts	Mitigation Measures	Level of Significance after Mitigation
	<p>would also be below the State standard of 9 ppm. Since no federal or State standards would be exceeded, no CO hot spots would occur. Localized air quality impacts to sensitive receptors (i.e., higher CO concentrations [CO hot spots] near intersections or roadway segments in the project vicinity) would be minimal due to the generally low ambient CO concentrations in the project area. Therefore, project impacts related to CO emissions are considered less than significant, and no mitigation is required.</p> <p><b>Long-Term Projects</b></p> <p>Long-term project impacts due to exposure of sensitive receptors to substantial pollutant concentrations would be similar to those discussed above for the near-term projects. Localized air quality impacts to sensitive receptors (i.e., higher CO concentrations [CO hot spots] near intersections or roadway segments in the project vicinity) would be minimal due to the generally low ambient CO concentrations in the project area. Furthermore, since it is anticipated that long-term projects will be constructed after the near-term projects, a reevaluation of ambient CO levels will be made at the time subsequent project-level CEQA documents are prepared. Long-term project impacts related to CO emissions are anticipated to be less than significant, and no mitigation is required.</p>	<p><b>Long-Term Projects</b></p> <p>No mitigation is required.</p>	<p><b>Long-Term Projects</b></p> <p>Long-term project impacts related to CO emissions are anticipated to be <b>less than significant</b>, and no mitigation is required.</p>
<p>4.3.4 Create objectionable odors affecting a substantial number of people</p>	<p><b>Near-Term Projects</b></p> <p>Some objectionable odors may emanate from the operation of diesel-powered construction equipment during construction of the proposed near-term projects. These odors, however, would be limited to the phased construction period of the project. While construction activity would occur over a 38-month period, the nature and location of construction of all of the near-term projects would vary throughout that period. Exposure of specific off-site areas to construction emissions would be different depending on the nature (demolition, grading, and construction) and proximity of any given construction work within the approximately 300 ac project site. Therefore, the proposed near-term projects have a potentially significant impact from objectionable odors and mitigation is required.</p>	<p><b>Near-Term Projects</b></p> <p>See Mitigation Measures 4.3.1 and 4.3.2 above and 4.4.1 and 4.16.1 through 4.16.3 (described below).</p>	<p><b>Near-Term Projects</b></p> <p>Implementation of Mitigation Measures 4.3.1, 4.3.2, 4.4.1, and 4.16.1 through 4.16.3 reduce the construction odor impacts to adjacent sensitive land uses to a <b>less than significant</b> level.</p>

**Table 1.B: Summary of Project Environmental Impacts, Mitigation Measures, and Residual Impacts**

Threshold of Significance	Impacts	Mitigation Measures	Level of Significance after Mitigation
	<p><b>Long-Term Projects</b></p> <p>The long-term projects are generally interior to the Fairgrounds site or near I-5 and are not adjacent to sensitive off-site land uses. Construction-related emissions would result from demolition, grading, and construction, including demolition in the backstretch area, excavation for the tunnel, and construction of the multilevel parking structure and seasonal train platform. The long-term projects would be subject to Mitigation Measure 4.4.1, limiting the hours of construction in accordance with the Noise Ordinances of the affected jurisdictions. Mitigation Measures 4.3.1 and 4.3.2, specific to construction equipment, would also be applicable to the long-term projects. Furthermore, exposure of off-site areas to construction noise would be different depending on the nature and location of the specific construction activity undertaken at any one time within the 300 ac project site. Therefore, construction odor impacts of the long-term projects to adjacent sensitive land uses have a potentially significant impact.</p>	<p><b>Long-Term Projects</b></p> <p>See Mitigation Measures 4.3.1 and 4.3.2 above, 4.4.1, and 4.16.1 through 4.16.3 (described below).</p>	<p><b>Long-Term Projects</b></p> <p>Implementation of Mitigation Measures 4.3.1, 4.3.2, and 4.4.1 reduce the construction odor impacts to adjacent sensitive land uses to a <b>less than significant</b> level.</p>
<p>Cumulative Air Quality Impacts</p> <p>4.3.5 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).</p>	<p><b>Near-Term Projects</b></p> <p>The project would contribute criteria pollutants to the area during temporary project construction. A number of individual projects in the area may be under construction simultaneously with the proposed project (see description of cumulative projects in Section 4.2, Traffic and Circulation). Depending on construction schedules and actual implementation of other projects in the area, generation of fugitive dust and pollutant emissions during construction could result in substantial short-term increases in air pollutants. This would be a contribution to short-term cumulative air quality impacts that result in a potentially significant cumulative impact, and mitigation is required.</p> <p>CO hotspots are not anticipated to occur as a result of the existing conditions plus proposed near-term projects combined with cumulative projects. Therefore, the project's incremental contribution of CO emissions to cumulative CO levels and likely concentrations is not considered to be cumulatively considerable. Cumulative CO impacts are less than significant.</p>	<p><b>Near-Term Projects</b></p> <p>See Mitigation Measures 4.3.1 through 4.3.13.</p>	<p><b>Near-Term Projects</b></p> <p>Implementation of Mitigation Measures 4.3.1 through 4.3.13 would reduce the construction emissions to the extent feasible. These measures reduce emissions from the operation of construction equipment and vehicles (Mitigation Measures 4.3.1–4.3.4), emissions of fugitive dust (Mitigation Measures 4.3.5–4.3.12), and ROG emissions from the application of paint and architectural coatings (Mitigation Measure 4.3.13). ROG is an ozone precursor, and the Basin is in serious nonattainment for O<sub>3</sub>. Therefore, even though emissions from the application of paint and architectural coatings occurs only during the construction period, its incremental contribution to cumulative air quality effects is considered to be substantial. The ROG emissions generated by the architectural coatings would remain <b>significant</b>.</p>

**Table 1.B: Summary of Project Environmental Impacts, Mitigation Measures, and Residual Impacts**

Threshold of Significance	Impacts	Mitigation Measures	Level of Significance after Mitigation
	<p>The operation of the near-term projects, specifically the vehicular emissions associated with the near-term projects, results in a significant project-level impact to PM<sub>10</sub> during the Interim Season. Mitigation measures and commitments of the Sustainability Component of the Master Plan are designed to reduce vehicular emissions; however, actual reductions to be realized are not known, and the predicted impact is considered to be significant and unavoidable. The project's incremental contribution to the already-high levels of PM<sub>10</sub> in the region is considered to be cumulatively considerable and results in a significant cumulative impact.</p> <p>The 2008 Fairgrounds Master Plan projects will be incorporated into the next update of the RAQS and will be subject to regional emissions control strategies. Because of the overall improvement trend of air quality in the air Basin, it is unlikely that the regional air quality would worsen from the current condition due to emissions from any individual project. Therefore, operational air quality impacts related to a considerable net increase in criteria pollutants are less than significant, and no mitigation is required.</p> <p><b>Long-Term Projects</b></p> <p>As described above, operational emissions associated with the long-term projects from heating and cooling and other sources of new energy use are anticipated to be limited.</p> <p>In the case where proposed facilities are replacing existing facilities, the energy consumption as a result of lighting, heating and cooling, and provision of potable water would be expected to be approximately the same or less than existing conditions due to the increased efficiency of the new lighting fixtures. Overall, the air emissions of criteria pollutants associated with energy use for the long-term projects are expected to be less than significant and are further reduced with the implementation of mitigation measures identified to reduce GHG emissions. Similarly, the traffic emissions from the long-term project will be minimal because the long-term projects are enhancements to the existing facility. Emissions of ROG during construction have the</p>	<p><b>Long-Term Projects</b></p> <p>No mitigation is required.</p>	<p><b>Long-Term Projects</b></p> <p><b>Less than significant.</b></p>

**Table 1.B: Summary of Project Environmental Impacts, Mitigation Measures, and Residual Impacts**

Threshold of Significance	Impacts	Mitigation Measures	Level of Significance after Mitigation
	<p>potential to contribute to cumulative effect, but only during a relatively short time period during the construction phase when architectural coatings are applied or during the high use of construction equipment. The contribution of the long-term projects to the cumulative air quality environment would occur over several years, as projects are implemented, and would be primarily short-term emissions from construction rather than ongoing long-term emissions from operations. Therefore, the impact of the long-term projects, when added to the effects of other projects, is not expected to be cumulatively considerable.</p>		
<b>4.4 NOISE</b>			
<p>4.4.1 Expose persons to or generate noise levels in excess of standards established in the State Sound Transmission Control Standards and Modeled Community Noise Control Ordinance</p>	<p><b>Near-Term Projects</b></p> <p>Construction of the proposed project is expected to require the use of earthmovers, bulldozers, water trucks, and pickup trucks. This equipment would be used on site. the maximum noise level generated by each scraper on site is assumed to be 87 dBA <math>L_{max}</math> at 50 ft from the earthmover. Each bulldozer would also generate 85 dBA <math>L_{max}</math> at 50 ft. The maximum noise level generated by water trucks and pickup trucks is approximately 86 dBA <math>L_{max}</math> at 50 ft from these vehicles. Each doubling of a sound source with equal strength increases the noise level by 3 dBA. Each piece of construction equipment is expected to operate at some distance from the other equipment, and the worst-case combined noise level at each individual residence on adjacent properties during this phase of construction would be 91 dBA <math>L_{max}</math> at a distance of 50 ft from the active construction area.</p> <p>Pile driving, expected to be required for the construction of the hotel/exhibit hall complex, will be the single noisiest activity on site, generating up to 93 dBA <math>L_{max}</math> at a distance of 50 ft. Pile driving activities would generate higher noise levels than the standard construction equipment. However, the duration of the pile driving will be much shorter than the demolition, grading, and construction phases. These impacts would be potentially significant and adverse and mitigation is required.</p> <p>Other than construction noise, several other sources for a</p>	<p><b>Near-Term Projects</b></p> <p><b>Mitigation Measure 4.4.1:</b> During construction of any of the Master Plan projects, the construction contractor shall ensure, and the California Construction Authority (CCA) shall verify, that construction is limited to the hours of 7:00 a.m. to 7:00 p.m., Monday through Friday, and 9:00 a.m. to 7:00 p.m. on Saturdays. No construction activities are permitted outside of these hours or on Sundays, federal holidays, or City of Del Mar holidays.</p> <p><b>Mitigation Measure 4.4.2:</b> Prior to issuance a certificate of occupancy for the hotel, the 22nd District Agricultural Association (DAA) shall ensure, and the California Construction Authority (CCA) will verify, that hotel rooms located within 445 feet of the centerline of Jimmy Durante Boulevard are equipped with mechanical ventilation.</p> <p><b>Mitigation Measure 4.4.3:</b> Prior to issuance a certificate of occupancy for the hotel, the 22nd District Agricultural Association (DAA) shall ensure, and the California Construction Authority (CCA) will verify, that a 6-foot barrier is constructed around the perimeter of the proposed pool area.</p> <p><b>Mitigation Measure 4.4.4:</b> Prior to issuance a certificate of occupancy for the hotel, the 22nd District Agricultural Association (DAA) shall ensure, and the</p>	<p><b>Near-Term Projects</b></p> <p>Implementation of Mitigation Measure 4.4.1 would reduce construction noise impacts to adjacent sensitive land uses to <b>below a level of significance</b>.</p> <p>With implementation of Mitigation Measure 4.4.2, which requires mechanical ventilation in hotel rooms located within 445 ft of the centerline of Jimmy Durante Boulevard, on-site noise impacts at the hotel would be reduced to <b>below a level of significance</b>.</p> <p>Implementation of Mitigation Measure 4.4.3, which requires a sound barrier around the outdoor pool area, on-site noise impacts at the outdoor pool area would be reduced to <b>below a level of significance</b>.</p> <p>Implementation of Mitigation Measure 4.4.4, which requires mechanical ventilation in hotel rooms located within 792 ft of the centerline of the ATSF rail line, on-site noise impacts at the hotel would be reduced to <b>below a level of significance</b>.</p> <p>Implementation of Mitigation Measure 4.4.5 would reduce impacts related to emergency vehicle sirens to below a level of significance; however, implementation of this measure requires action by a public agency other than the 22nd DAA. Since implementation of the mitigation measure is within the control of another jurisdictional agency (i.e., Del Mar Fire Department),</p>

**Table 1.B: Summary of Project Environmental Impacts, Mitigation Measures, and Residual Impacts**

Threshold of Significance	Impacts	Mitigation Measures	Level of Significance after Mitigation
	<p>potential increase in noise levels were analyzed. These include on-site traffic noise, off-site traffic noise, train noise, parking lot noise, stationary noise, truck delivering loading/unloading noise, heating, ventilation, and air conditioning (HVAC) equipment noise, rooftop event noise, fire station emergency vehicle noise, airport noise, and noise impacts to the San Dieguito River. Impacts were considered less than significant with the following exceptions:</p> <p>Hotel rooms located within 445 ft of the roadway centerline and with no intervening structures between them and traffic on Jimmy Durante Boulevard would be directly exposed to traffic noise of 57 dBA Community Noise Equivalent Level (CNEL) or higher. These impacts would be potentially significant and adverse, therefore mitigation is required.</p> <p>The outdoor pool area would be exposed to traffic noise levels exceeding the outdoor noise standard of 65 dBA CNEL. These impacts would be potentially significant and adverse, therefore mitigation is required.</p> <p>Hotel rooms located within 792 ft of the railroad centerline and with no intervening structures between them and the rail line would be directly exposed to rail noise of 57 dBA CNEL or higher. These impacts would be potentially significant and adverse and mitigation is required.</p> <p>The siren noise generated by the fire trucks could be displaced from the existing location to the new location, and there is the potential for an increase in exposure of existing (residences) and proposed (hotel guests/pool users) sensitive receptors to siren noise; therefore these impacts would be potentially significant and adverse, and mitigation is required.</p> <p>All other operational noise effects were found to be below a level of significance.</p> <p><b>Long-Term Projects</b></p> <p>Construction-related noise impacts of the long-term projects are similar to those discussed above under near-</p>	<p>California Construction Authority (CCA) will verify, that hotel rooms located within 792 feet of the railroad centerline are equipped with mechanical ventilation.</p> <p><b>Mitigation Measure 4.4.5:</b> Prior to issuance of a certificate of occupancy for the proposed fire station, the 22nd District Agricultural Association (DAA) shall request the Del Mar Fire Department to use fire truck lights only in proximity to residences and to refrain from siren use until farther away from the residential neighborhoods, to the greatest extent feasible and safe.</p> <p><b>Long-Term Projects</b></p> <p><b>Strategy 4.4.1:</b> The 22nd District Agricultural Association (DAA) shall ensure implementation of</p>	<p>implementation cannot be assured by the 22nd DAA. Should the Del Mar Fire Department choose not to implement these operational procedures, the related project impacts may remain significant and adverse. The 22nd DAA is committed to working with the Del Mar Fire Department to implement the mitigation measure to the best of its ability. However, because the 22nd DAA cannot ensure compliance by other agencies, for the purposes of this EIR, the impact is considered to remain <b>significant and unavoidable.</b></p> <p><b>Long-Term Projects</b></p> <p>Implementation of Strategy 4.4.1 would reduce construction noise impacts to <b>below a level of</b></p>

**Table 1.B: Summary of Project Environmental Impacts, Mitigation Measures, and Residual Impacts**

Threshold of Significance	Impacts	Mitigation Measures	Level of Significance after Mitigation
	<p>term projects. Construction-related trips are expected to be a small percentage of the total existing traffic at the time the long-term projects are undertaken. Therefore, the change in traffic noise levels as a result of the addition of construction vehicles to overall traffic levels on the adjacent streets would be relatively small and is anticipated to be less than significant. However, construction activity noise would result from demolition, grading, and construction, including demolition in the Backstretch Area, excavation for the tunnel, and construction of the multilevel parking structure and seasonal train platform. Therefore the proposed long-term projects have a potential significant impact to noise as a result of construction and mitigation is required.</p> <p>Operational noise from truck activity at the tunnel and vehicle wash rack would be limited based on use and would not affect off-site locations because of their locations in the middle of the Fairgrounds.</p> <p>The seasonal train platform is anticipated to be located adjacent to the railroad tracks, south of the Racetrack. The intent of the train platform is to allow for increased transit service to the Fairgrounds during high-use events in order to reduce the number of motor vehicles on the freeway and City streets, with commensurate reductions in vehicular noise and air quality impacts. Noise associated with the new seasonal train service to the Fairgrounds could affect land uses along the railroad tracks and near the platform itself., however, these effects are expected to be less than significant because it is anticipated that the actual increase in train service will be small compared to the existing levels of train service on the tracks and existing noise levels from train activity. Furthermore, the outdoor pool area would be located approximately 1,300 ft from the seasonal train platform. At this distance, noise from the platform activities would be reduced to below the background noise levels as a result of attenuation by distance and the intervening building structure. Also, implementation of Mitigation Measure 4.4.3 for the near-term projects requires a wall around the pool area. Also, operational train noise is intermittent and exposure by individual receptors is very brief in duration. Therefore, no</p>	<p>Mitigation Measure 4.4.1, described above, during implementation of the long-term projects.</p>	<p><b>significance.</b></p> <p>Operation of the long-term projects has a <b>less than significant impact</b> on noise levels.</p>

**Table 1.B: Summary of Project Environmental Impacts, Mitigation Measures, and Residual Impacts**

Threshold of Significance	Impacts	Mitigation Measures	Level of Significance after Mitigation
	<p>additional mitigation measures would be required. The multilevel parking structure is proposed in a portion of the east lot near I-5. Operational noise as a result of the parking structure would be vehicular noise and activity noise such as car door slamming. The proposed location of the parking structure is not adjacent to any noise-sensitive uses, such as residences or schools.</p> <p>Therefore, operation the long-term are expected to have a less than significant to noise levels.</p>		
<p>4.4.2 Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels</p>	<p><b>Near-Term Projects</b></p> <p>The primary source of vibration during construction would be generated by the proposed pile driving. It is anticipated that driven precast concrete piles or augur cast piles would be utilized for foundation support of the hotel and exhibit hall buildings. Should pile driving be required for the Health Club/Sports Training Facility, the closest pile-driving activities to a sensitive receptor is estimated to occur at a distance of 240 ft from the Hilton Hotel. Using Equation 9 and Table 17 from the Caltrans <i>Transportation and Construction-Induced Vibration Guidance Manual</i> (Jones &amp; Stokes, June 2004) it was estimated that the vibration level at this structure would be 0.03 inch per second (in/sec). Although perceptible, this level would not exceed the 0.1 in/sec threshold below which there is virtually no risk of resulting in architectural damage to normal buildings. Therefore, the proposed project would not result in any significant vibration impacts and impacts would be less than significant and no mitigation is required.</p> <p><b>Long-Term Projects</b></p> <p>Long-term project noise impacts related to groundborne noise and vibration are similar to those discussed above under near-term projects. Should pile driving be required for the parking structure, it is estimated that the vibration level at this structure would be below the 0.1 in/sec threshold, below which there is virtually no risk of resulting in architectural damage to normal buildings. Therefore, the proposed multilevel parking structure would not result in any significant vibration impacts and impacts would be less than significant and no mitigation is required.</p>	<p><b>Near-Term Projects</b></p> <p>No mitigation is required.</p> <p><b>Long-Term Projects</b></p> <p>No mitigation is required.</p>	<p><b>Near-Term Projects</b></p> <p><b>Less than significant.</b></p> <p><b>Long-Term Projects</b></p> <p><b>Less than significant.</b></p>

**Table 1.B: Summary of Project Environmental Impacts, Mitigation Measures, and Residual Impacts**

Threshold of Significance	Impacts	Mitigation Measures	Level of Significance after Mitigation
<p>4.4.3 Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project.</p>	<p><b>Near-Term Projects</b></p> <p>As discussed in detail under Threshold 4.4.1, during construction activities, short-term construction-related worker commutes and equipment transport noise impacts would not be substantial. As discussed above, construction noise impacts related to noise generated during demolition, excavation, grading, and construction on sensitive receptors are potentially significant. The 22nd DAA has identified the construction hour limits of the affected local jurisdictions as the appropriate guide to limit the short-term noise effects of construction activity. Mitigation Measure 4.4.1 consolidates the construction hour limits of the Cities of San Diego, Del Mar, and Solana Beach into a single, most-restrictive limit on construction activity. In addition, exposure of off-site areas to construction noise will vary over the course of the two construction phases depending on the nature (demolition, grading, construction) and location of the construction work within the approximately 300 ac project site.</p> <p><b>Long-Term Projects</b></p> <p>Temporary construction-related noise impacts of the long-term projects are similar to those discussed above under near-term projects. As described above, construction-related trips for the long-term projects are expected to be a small percentage of the total existing traffic at the time the long-term projects are undertaken. Therefore, the change in traffic noise levels as a result of the addition of construction vehicles to overall traffic levels on the adjacent streets would be relatively small and is anticipated to be less than significant. Construction activity noise would result from demolition, grading, and construction, including demolition in the Backstretch Area, excavation for the tunnel, and construction of the multilevel parking structure and seasonal train platform, therefore the long-term project have a potentially significant impact in noise levels and mitigation is required.</p> <p>Construction-related noise levels would be higher than existing ambient noise levels currently in the project</p>	<p><b>Near-Term Projects</b></p> <p>See Mitigation Measure 4.4.1.</p> <p><b>Long-Term Projects</b></p> <p>See Mitigation Measure 4.4.1.</p>	<p><b>Near-Term Projects</b></p> <p>Implementation of Mitigation Measure 4.4.1, which requires compliance with local construction hour limits, would reduce construction noise impacts to adjacent sensitive land uses to a <b>less than significant level</b>.</p> <p><b>Long-Term Projects</b></p> <p>Construction-related noise would no longer occur once project construction is completed. Also, implementation of Mitigation Measure 4.4.1 requires compliance with local construction hour limits and would reduce construction noise impacts to adjacent sensitive land uses. Therefore, the noise effect from construction of the long-term projects would be <b>less than significant</b>.</p>

**Table 1.B: Summary of Project Environmental Impacts, Mitigation Measures, and Residual Impacts**

Threshold of Significance	Impacts	Mitigation Measures	Level of Significance after Mitigation
	<p>area but would no longer occur once project construction is completed. Therefore, it is anticipated that the noise effect from construction of the long-term projects would be less than significant.</p>		
<p>4.4.4 Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project.</p>	<p><b>Near-Term Projects</b></p> <p>Hotel rooms located within 445 ft of the roadway centerline and with no intervening structures between them and traffic on Jimmy Durante Boulevard would be directly exposed to traffic noise of 57 dBA CNEL or higher. Hotel rooms located within 792 ft of the railroad centerline and with no intervening structures between them and the rail line would be directly exposed to rail noise of 57 dBA CNEL or higher. Also, the outdoor pool area would be exposed to traffic noise levels exceeding the outdoor noise standard of 65 dBA CNEL. These impacts would be potentially significant.</p> <p><b>Long-Term Projects</b></p> <p>Noise from truck activity at the tunnel would be limited based on use and would not affect off-site locations because of its location in the middle of the Fairgrounds.</p> <p>Noise associated with the new seasonal train service to the Fairgrounds could affect land uses along the railroad tracks and near the platform itself. These effects are expected to be less than significant because it is anticipated that the actual increase in train service will be small compared to the existing use of the train tracks.</p> <p>Operational noise as a result of the multilevel parking structure would be vehicular noise and activity noise such as car door slamming. The proposed location of the parking structure is not adjacent to any noise-sensitive uses such as residences or schools. Also, the proposed parking structure would be located in an area already being used for parking.</p> <p>Therefore, the noise impacts of the long-term projects are expected to be less than significant.</p>	<p><b>Near-Term Projects</b></p> <p>See Mitigation Measures 4.4.2, 4.4.3, and 4.4.4.</p> <p><b>Long-Term Projects</b></p> <p>No mitigation is required.</p>	<p><b>Near-Term Projects</b></p> <p>Implementation of Mitigation Measure 4.4.2 requires mechanical ventilation in hotel rooms located within 445 ft of the centerline of Jimmy Durante Boulevard therefore, on-site noise impacts at the hotel would be reduced to <b>below a level of significance</b>.</p> <p>Implementation of Mitigation Measure 4.4.3 requires a sound barrier around the outdoor pool area therefore; on-site noise impacts at the outdoor pool area would be reduced to <b>below a level of significance</b>.</p> <p>Implementation of Mitigation Measure 4.4.4 requires mechanical ventilation in hotel rooms located within 792 ft of the centerline of the Atchison, Topeka and Santa Fe (ATSF) rail line therefore, on-site noise impacts at the hotel would be reduced to <b>below a level of significance</b>.</p> <p><b>Long-Term Projects</b></p> <p><b>Less than significant.</b></p>

**Table 1.B: Summary of Project Environmental Impacts, Mitigation Measures, and Residual Impacts**

Threshold of Significance	Impacts	Mitigation Measures	Level of Significance after Mitigation
Cumulative Noise Impacts	<p>The cumulative impact study area for noise corresponds to the traffic and circulation study area. Construction and on-site operations are point sources of noise and would not contribute to off-site cumulative noise impacts from other planned and future projects. Project-related operational traffic would contribute to cumulative traffic noise impacts in the vicinity of the project site; these impacts are discussed below.</p> <p>The TIA (LLG, 2009) identifies that the greatest predicted change in cumulative traffic conditions would occur during the Interim Season. Section 4.4 of this EIR shows the highest predicted noise levels and greatest change from existing conditions for cumulative traffic levels in the Interim Season. These noise levels represent the worst-case scenario, which assumes that no shielding is provided between the source of the traffic noise and the location where the noise contours are drawn.</p> <p>Section 4.4 of this EIR also shows that the proposed project, combined with other cumulative projects, would result in traffic noise increases of up to 0.8 dBA along Jimmy Durante Boulevard. A noise level increase of 3 dBA or more is perceptible to the human ear and would be considered potentially significant. Because sound levels would not increase by more than 3 dBA from their corresponding existing baseline levels, this would be considered a less than significant impact. Therefore, the proposed project would not contribute to a significant cumulative noise impact, there is a less than significant cumulative impact, and no mitigation is required.</p>	No mitigation is required.	The proposed project would not contribute to a significant cumulative noise impact, results in a <b>less than significant cumulative noise impact</b> , and no mitigation is required.
<b>4.5 AESTHETICS</b>			
4.5.1 Have a substantial adverse effect on a scenic vista	<p><b>Near-Term Projects</b></p> <p>There are no aesthetic or visual resources located on site or in the surrounding vicinity that have been designated as scenic vistas in City or County policies or plans. The proposed project will substantially alter the visual character of the site by removing several exhibit halls and structures and replacing them with a hotel/exhibit hall/administration complex, Health Club/Sports</p>	<p><b>Near-Term Projects</b></p> <p>No mitigation is required.</p>	<p><b>Near-Term Projects</b></p> <p><b>Less than significant.</b></p>

**Table 1.B: Summary of Project Environmental Impacts, Mitigation Measures, and Residual Impacts**

Threshold of Significance	Impacts	Mitigation Measures	Level of Significance after Mitigation
	<p>Training Facility, reader board, maintenance buildings, and several other on-site improvements, including additional on-site lighting. The Master Plan also proposes to relocate the fire station off site. The urban character of the surrounding area and the planned Mission-style architecture is consistent with the existing buildings on site; therefore, the proposed project will blend into its surroundings when viewed from a significant distance and elevation. All proposed improvements on site will be shorter in height than the existing Grandstands, so there will no obstruction to the river corridor or any views east of the project site toward the Pacific Ocean. Therefore, the effect of the proposed project on scenic vistas that may exist from a distant off-site area is not considered adverse and mitigation is not required.</p> <p><b>Long-Term Projects</b></p> <p>An on-site train platform would be located near the train tracks on the west side of the site. If the platform were to be constructed in a way that would impair views of the ocean across the site, it could be considered to substantially affect scenic vistas from off-site locations; therefore, mitigation requires the 22nd DAA to coordinate with SANDAG to ensure the train platform is consistent with the existing built environment on the project site.</p>	<p><b>Long-Term Projects</b></p> <p><b>Strategy 4.5.1:</b> The 22nd District Agricultural Association (DAA) shall coordinate with the San Diego Association of Governments (SANDAG) and/or other implementing agencies to ensure that improvements associated with the proposed seasonal train platform are consistent with the existing built environment, including Mission-style architecture, appropriate mass and scale, and landscaping, as applicable, and to ensure that new sources of substantial light and glare are minimized.</p>	<p><b>Long-Term Projects</b></p> <p>Implementation of Strategy 4.5.1 would reduce potentially significant visual effects related to scenic vistas to <b>below a level of significance.</b></p>
<p>4.5.2 Substantially damage scenic resources within a scenic corridor, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway</p>	<p><b>Near-Term Projects</b></p> <p>There are no City- or other agency-designated scenic resources within a scenic corridor or unique physical features such as rock outcroppings or designated historic structures on site or the proposed fire station site.</p> <p>Views of the project site from off-site locations are not currently scenic and are not protected public scenic views. Views of the ocean from off-site parks would be considered protected public scenic views. However, the nearby parks are either at a much higher elevation than the low-lying Fairgrounds and fire station sites, and the distant ocean views beyond the project site are not substantially affected; or, there is no existing view of the ocean from the park obstructed by the Fairgrounds, and the project would have a less than significant impact to ocean views.</p>	<p><b>Near-Term Projects</b></p> <p><b>Mitigation Measure 4.5.1:</b> Prior to initiation of construction for any Master Plan project, the 22nd District Agricultural Association (DAA) shall prepare lighting plans designed to minimize light spillage and glare and to minimize both daytime and nighttime visual effects. The lighting plans will meet the following performance standards</p> <ul style="list-style-type: none"> <li>Outdoor lighting fixtures that are used to illuminate a premises, architectural feature or landscape feature on private property shall be directed, shielded, or located in such a manner that the light source is not visible off site, to minimize light emission above the horizontal plane, and so that light does not fall onto surrounding properties or create glare hazards within public rights-of-way.</li> </ul>	<p><b>Near-Term Projects</b></p> <p>Implementation of this mitigation measure would reduce potential impacts to <b>less than significant.</b></p>

**Table 1.B: Summary of Project Environmental Impacts, Mitigation Measures, and Residual Impacts**

Threshold of Significance	Impacts	Mitigation Measures	Level of Significance after Mitigation
	<p>The changes to the Fairgrounds and fire station sites will not result in substantial damage to a designated scenic resource. Changes to the views from off-site streets and neighborhoods will not be substantially adverse because the overall effect of the proposed site improvements, including new buildings, pavement, and landscaping, is consistent with the current active use and development of the site for Fairgrounds events.</p> <p>The proposed project would not result in a significant impact related to scenic resources within a State Scenic Highway because the project is not within the view corridor of any officially designated State Scenic Highway.</p> <p>Operational and security lighting for the hotel, Health Club/Sports Training Facility, and pavement and lighting improvements for the East Parking Lot would change the view from Jimmy Durante Boulevard. The East Parking Lot is within the foreground view of the San Dieguito River Valley from the road. Currently a dirt parking lot, pavement of this lot will alter this view; however, vegetated bioswale and landscaping improvements are proposed as a part of the project to allow the project to reduce the effect of the pavement in the overall view of the San Dieguito River Valley, distant Crest Canyon, and bluffs.</p> <p><b>Long-Term Projects</b></p> <p>Construction of the long-term projects will further alter the visual character of the project site compared to existing conditions. Construction of the parking structure and train platform in particular will change views of the Fairgrounds site from nearby roadways and neighborhoods. However, as noted above, views of the project site from off-site locations are not scenic and are not protected public scenic views. Views of the ocean from off-site parks would be considered protected public scenic views. However, the nearby parks are either at a much higher elevation than the low-lying Fairgrounds and therefore the distant ocean views beyond the project site are not expected to be substantially affected by the</p>	<ul style="list-style-type: none"> <li>• Lighting fixtures below 4,050 lumens are permitted. Lighting fixtures above 4,050 lumens shall be limited to low-pressure sodium or high-pressure sodium and equipped with cut-off optics (fixtures that limit illumination to less than 2.5 percent uplight).</li> <li>• Outdoor lighting used to illuminate recreational activities may continue after 11:00 p.m. only when equipped with automatic timing devices and shielded to minimize light pollution.</li> <li>• The proposed reader board sign will be turned off at or before 11:00 p.m. daily.</li> </ul> <p><b>Long-Term Projects</b></p> <p>No mitigation is required.</p>	<p><b>Long-Term Projects</b></p> <p><b>Less than significant.</b></p>

**Table 1.B: Summary of Project Environmental Impacts, Mitigation Measures, and Residual Impacts**

Threshold of Significance	Impacts	Mitigation Measures	Level of Significance after Mitigation
	<p>construction of the train platform and parking structures; or, the existing views of the ocean are west of the project site and not obstructed by the proposed projects. Therefore the project would not impact any ocean views and impacts to scenic resources from implementation of the proposed long-term project are considered less than significant.</p>		
<p>4.5.3 Substantially degrade the existing visual character or quality of the site and its surroundings</p>	<p><b>Near-Term Projects</b></p> <p>The proposed near-term projects include improvements and additions to the existing on-site Fairgrounds facilities. For example, the realigned Solana Gate and paved/improved East Parking Lot reflect the existing uses of these portions of the site, which are an entrance drive and parking area, respectively. The proposed near-term projects also introduce new uses to the site, including the hotel and Health Club/Sports Training Facility. These proposed improvements and new uses would result in temporary and permanent visual impacts to the project site however construction of the near-term projects does not result in a substantial degradation of the existing visual quality of this portion of the site and no mitigation is required. Temporary and construction-related visual impacts would occur only during construction of the near-term projects and will cease after completion of construction.</p> <p>If the 22nd DAA chooses a condominium ownership structure for a portion of the hotel, the City of Del Mar Zoning Code would apply to the portion of the hotel component that includes the condominiums. The City of Del Mar’s City Charter Chapter 30.27 officially recognizes the 22nd DAA as the property owner for the majority of the proposed Fairgrounds project site and designates that all allowable and accessory uses for the area designated as “FG” be determined by the 22nd DAA. Therefore, the proposed Master Plan near-term and long-term projects on the Fairgrounds site within this zone do not conflict with this zoning designation, including height and setback requirements. The architectural design of the hotel, including the portion of the hotel that could be condominiums, is a Mission style (including building color, tile roof, tower elements, and other architectural details) that is compatible with the existing and adjacent Grandstands. Also, the architectural details and the landscaped buffer,</p>	<p><b>Near-Term Projects</b></p> <p>No mitigation is required.</p>	<p><b>Near-Term Projects</b></p> <p><b>Less than significant.</b></p>

**Table 1.B: Summary of Project Environmental Impacts, Mitigation Measures, and Residual Impacts**

Threshold of Significance	Impacts	Mitigation Measures	Level of Significance after Mitigation
	<p>combined with project landscaping, reduce the overall effect of the large mass and scale of the structure. Therefore, the height of the hotel results in a less than significant aesthetic impact to the existing environment.</p> <p>The area proposed for relocation of the fire station is zoned by the City of Del Mar as the “North Commercial Zone,” in which a public utility building is a conditionally allowed use that requires a local conditional use permit (LCUP). The North Commercial Zone also establishes construction standards for projects within the zoning code, including a 26 ft height limit and a 25 ft setback for any development located adjacent to a floodway zone. The proposed fire station is designed with Mission-style features consistent with existing Fairgrounds facilities. Also, while the mass and height of the proposed fire station are greater than past uses on site and some adjacent land uses, the proposed fire station structure would be consistent with the adjacent Fairgrounds architecture across the San Dieguito River. There are no residential structures immediately adjacent to the site. The proposed structure is comparable in height to the bluff across Jimmy Durante Boulevard and is considered compatible with the surrounding built and natural environment (see Section 4.1, Land Use, for more information). The fire station as proposed will not result in a significant aesthetic impact to the environment.</p> <p><b>Long-Term Projects</b></p> <p>The long-term projects include improvements to the Backstretch Area. These changes are relatively internal to the Fairgrounds site, consistent with the existing use of the affected areas, and will not substantially change views of the site from off-site locations.</p> <p>The proposed parking structure would be located between Jimmy Durante Boulevard and I-5 in a developed portion of the site. The visual character of the area is developed, and while views of the site from off site would be affected, the addition of the parking structure in the urbanized I-5 corridor would not substantially degrade views of the site.</p>	<p><b>Long-Term Projects</b></p> <p>Refer to Mitigation Strategy 4.5.1.</p>	<p><b>Long-Term Projects</b></p> <p>Implementation of Strategy 4.5.1 would reduce potential significant impacts to below a <b>level of significance</b>.</p>

**Table 1.B: Summary of Project Environmental Impacts, Mitigation Measures, and Residual Impacts**

Threshold of Significance	Impacts	Mitigation Measures	Level of Significance after Mitigation
	<p>It is expected that the proposed vehicle wash rack will have a utilitarian appearance, similar to a large vehicle carport with hoses and other equipment. It is not expected to incorporate the Mission-style architecture of the other proposed structures. The vehicle wash rack would be visible from the North Bluff Preserve, from passengers travelling by train and by motorists and pedestrians along Camino Del Mar. It may also be visible from on-site areas such as the Grandstands and hotel rooftop. The overall impact of the proposed vehicle wash rack is expected to be less than significant.</p> <p>An on-site train platform would be located near the train tracks on the west side of the site. If the platform were to be constructed in a manner that was inconsistent with the existing architecture and site design of the Fairgrounds, it would have the potential to adversely affect the existing visual quality of the site. Therefore, mitigation requires the 22nd DAA to coordinate with SANGAG to design the platform consistent with the existing built environment.</p>		
<p>4.5.4 Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area</p>	<p><b>Near-Term Projects</b></p> <p>The project site is typical of a built-out urban environment within the vicinity of the Fairgrounds; with areas of the site remaining lit for activities, events, and security purposes, while other areas of the site are “dark.” Exceptions of these conditions occur during the Fair, Race Meet, and other major events when the site is lit to a greater geographic extent and at higher intensities than during other times of the interim season. Adjacent and nearby properties are currently exposed to existing sources of light from the project site, as well as from nearby street, commercial, and neighborhood lighting.</p> <p>The proposed Master Plan near-term projects will introduce new sources of light on site through implementation of the hotel/exhibit hall/administration complex, Health Club/Sports Training Facility, relocated maintenance buildings, reader board sign, etc. The hotel/exhibit hall/administration complex and Health Club/Sports Training Facility both propose implementation of rooftop sports fields that would include pole-mounted lights to illuminate the fields for nighttime use. The landscape buffer proposed as part of</p>	<p><b>Near-Term Projects</b></p> <p>Refer to Mitigation Measure 4.5.1</p>	<p><b>Near-Term Projects</b></p> <p>Implementation of Mitigation Measure 4.5.1 would reduce potential impacts of light spillage and glare to <b>less than significant</b>, and no additional mitigation is required.</p>

**Table 1.B: Summary of Project Environmental Impacts, Mitigation Measures, and Residual Impacts**

Threshold of Significance	Impacts	Mitigation Measures	Level of Significance after Mitigation
	<p>the hotel complex also includes low-level lighting along the Trail for safety precautions for nighttime use.</p> <p>Therefore, the Master Plan near-term projects have the potential to create new sources of substantial light and glare, which would adversely affect day or nighttime views in the area and mitigation is required to reduce potential impacts.</p> <p><b>Long-Term Projects</b></p> <p>The long-term projects include improvements to the Backstretch Area, including a new Horseman’s Village and a new truck tunnel under the Racetrack, construction of a multilevel parking structure east of Jimmy Durante Boulevard, and assistance to SANDAG to implement a seasonal train platform on site. At a minimum, these projects would include nighttime and security lighting and have the potential to create new sources of substantial light and glare that would adversely affect day or nighttime views in the area. Therefore mitigation is required to ensure the 22nd DAA prepares subsequent design and analysis to minimize new sources of substantial light and glare.</p>	<p><b>Long-Term Projects</b></p> <p>Refer to Mitigation Strategy 4.5.1</p> <p><b>Strategy 4.5.2:</b> The 22nd District Agricultural Association (DAA) shall prepare subsequent design and analysis for the long-term projects to ensure that improvements associated with these long-term projects minimize new sources of substantial light and glare, including but not limited to adherence to the performance standards identified in Mitigation Measure 4.5.1.</p>	<p><b>Long-Term Projects</b></p> <p>Implementation of Strategies 4.5.1 and 4.5.2 would reduce potential impacts of light spillage and glare from the Master Plan long-term projects to <b>less than significant</b>.</p>
Cumulative Aesthetic Impacts	<p>The proposed project will not have a significant cumulative impact on the visual environment, as the project site has long been occupied by the Fairgrounds, and the site proposes compatible uses that support existing uses. The hotel and Health Club/Sports Training Facility are new uses on site; however, the structures are designed to be compatible with the “Mission Style” architecture and do not substantially impact scenic vistas or degrade the existing visual quality of the site. Therefore, the incremental contribution of the proposed project to potential aesthetic impacts is less than significant.</p>	No mitigation is required.	<b>Less than significant.</b>
<b>4.6 BIOLOGICAL RESOURCES</b>			
4.6.1 Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the CDFG or USFWS	<p><b>Near-Term Projects</b></p> <p>Direct impacts to Belding’s Savannah sparrow, two-striped garter snake, northwestern San Diego pocket mouse, western mastiff bat, southern tarplant,</p>	<p><b>Near-Term Projects</b></p> <p><b>Mitigation Measure 4.6.1:</b> Prior to construction of the Solana Gate realignment and Building D, and prior to paving the East Parking Lot, if construction is proposed</p>	<p><b>Near-Term Projects</b></p> <p>Mitigation Measures 4.6.1 and 4.6.2 will reduce potentially significant direct impacts to Belding’s Savannah sparrow and potentially occupied habitat (as</p>

**Table 1.B: Summary of Project Environmental Impacts, Mitigation Measures, and Residual Impacts**

Threshold of Significance	Impacts	Mitigation Measures	Level of Significance after Mitigation
	<p>decumbent goldenbush, and estuary seablite could occur during construction of Building B, the Hotel and Exhibit Complex, the Solana Gate realignment, and the Surf and Turf Sports Complex (including repaving the east parking lot). Impacts from the fire station may include direct impacts to northwestern San Diego pocket mouse, western mastiff bat, southern tarplant, and decumbent goldenbush. Direct impacts to Belding’s Savannah sparrow (such as direct mortality or disturbance of nesting birds) are considered to be potentially significant. Direct impacts to individuals of the other special-interest species are considered to be less than significant.</p> <p>Direct and indirect construction-related (short-term) impacts to these species could include mortality of individuals; exposure of plant and wildlife species to temporarily increased localized pollution levels from construction equipment; and disruption from human-induced activities such as increased noise and dust, trampling of vegetation, littering, and accidental or deliberate introduction of invasive or exotic species. Operational (long-term) impacts would include the loss of potential habitat (less than 0.16 acre of native vegetation communities, 1.87 acres of nonnative vegetation, and 0.43 acre of disturbed habitat); ongoing disruption to adjacent habitat due to noise, lighting, and human activities; and potential adverse effects from the accidental or deliberate introduction of invasive or exotic species. These impacts are potentially significant.</p>	<p>during the nesting season for Belding’s Savannah sparrow, the 22nd District Agricultural Association (DAA) or an authorized representative will initiate consultation with the California Department of Fish and Game (CDFG) and determine the appropriate course of action to address potential adverse effects to this State-listed species. If acceptable to the CDFG, a qualified biologist shall conduct a preconstruction survey no more than one week prior to the scheduled start of construction for nesting Belding’s Savannah sparrow using a protocol acceptable to the CDFG in suitable habitat within the impact area and up to 200 feet (ft) from the edge of the area of direct impacts, prior to onset of construction (including vegetation clearing and any ground-disturbing activities). The results of the survey shall be summarized in a memorandum and submitted to the CDFG within 48 hours. If nesting birds are detected, suitable avoidance measures shall be determined in conjunction with the CDFG, which may include prohibiting construction within 100 ft of the active nest and/or having a biological monitor present on site whenever construction activities are scheduled within 300 ft of the nest. If a biological monitor is required, the monitor shall be equipped with binoculars or a spotting scope that allow remote observation of the nesting birds, and the monitor shall be empowered by the 22nd DAA to halt construction work in the vicinity of the nesting birds if the monitor believes the nest is at risk of failure or the birds are excessively disturbed.</p> <p><b>Mitigation Measure 4.6.2:</b> The 22nd District Agricultural Association (DAA) will endeavor to conduct vegetation clearing (including ornamental vegetation) and grading outside of the nesting season. If construction is proposed between February 1 and August 31, a qualified biologist familiar with local avian species and the requirements of the Migratory Bird Treaty Act (MBTA) and the California Fish and Game Code shall conduct a preconstruction survey for nesting birds no more than one week prior to construction. The survey will include the area of impact and suitable habitat up to 300 feet (ft) from the area of impact (as appropriate, given the anticipated nature of project impacts). The results of the survey will be recorded in a memo and submitted to the 22nd DAA within 48 hours. If the</p>	<p>well as direct impacts to other nesting birds) resulting from construction of near-term projects to a <b>less than significant level</b>.</p> <p>Mitigation Measures 4.6.3, 4.6.4, and 4.6.5 will reduce potentially significant indirect impacts to Belding’s Savannah sparrow resulting from construction of near-term projects to a <b>less than significant level</b>.</p>

**Table 1.B: Summary of Project Environmental Impacts, Mitigation Measures, and Residual Impacts**

Threshold of Significance	Impacts	Mitigation Measures	Level of Significance after Mitigation
		<p>survey is positive, and the nesting species are subject to the MBTA or California Fish and Game Code, the memo shall be submitted to the California Department of Fish and Game (CDFG) to determine appropriate action. If the survey is inconclusive, either due to ambiguous behavior by birds or overly dense vegetation, a qualified biologist shall be retained to monitor the site during initial vegetation clearing and grading, as well as during other activities that would have the potential to disrupt nesting behavior. The monitor shall be empowered by the 22nd DAA to halt construction work in the vicinity of the nesting birds if the monitor believes the nest is at risk of failure or the birds are excessively disturbed.</p> <p><b>Mitigation Measure 4.6.3:</b> During all construction activities, the construction contractor shall implement, and the California Construction Authority (CCA) shall ensure, that appropriate best management practices (BMPs) to reduce the potential for siltation, sedimentation, or contamination of nearby waters or wetlands.</p> <p><b>Mitigation Measure 4.6.4:</b> To minimize construction impacts relating to dust during construction, the 22nd District Agricultural Association (DAA) shall require, and the California Construction Authority (CCA) shall ensure, contractors implement appropriate best management practices (BMPs) such as stabilizing loose soils, periodically spraying down exposed soil with water, providing wheel washing stations, and reducing vehicular speed within unpaved areas to minimize dust generation. If appropriate, the 22nd DAA shall consider requiring the contractor to periodically wash native vegetation affected by dust accumulation with water. The CCA shall verify implementation of this measure.</p> <p><b>Mitigation Measure 4.6.5:</b> To minimize construction impacts relating to introduction of exotic or invasive species, the 22nd District Agricultural Association (DAA) shall require contractors and staff to adhere to the following regulations, as appropriate:</p> <ul style="list-style-type: none"> <li>• All landscaping plants and materials be free of</li> </ul>	

**Table 1.B: Summary of Project Environmental Impacts, Mitigation Measures, and Residual Impacts**

Threshold of Significance	Impacts	Mitigation Measures	Level of Significance after Mitigation
	<p><b>Long-Term Projects</b></p> <p>The tentatively planned locations of these projects on the site indicate that they would not be likely to result in direct, permanent impacts to suitable habitat for special-interest species. In the event that the projects are located in such a way as to adversely impact native vegetation communities, they would have the potential to adversely affect Belding’s Savannah sparrow, two-striped garter snake, northwestern San Diego pocket mouse, western mastiff bat, southern tarplant, decumbent goldenbush, and estuary seablite. Impacts to Belding’s savannah sparrow are potentially significant. Direct impacts to two-striped garter snake, northwestern San Diego pocket mouse, western mastiff bat, southern tarplant, decumbent goldenbush, and estuary seablite are not anticipated to be significant. In the event that any of the above-listed species are listed in the future as threatened or endangered or are otherwise at risk of extinction, impacts to those species would be potentially significant.</p> <p>Indirect impacts to areas that could function as species habitat could occur in the form of accidental or deliberate introduction of invasive or exotic species, increased dust, and increased pollution, particularly during construction. These indirect impacts are potentially significant.</p>	<p>plants or plant material from species that are listed on any California Invasive Plant Control (Cal-IPC) list of “invasive nonnative plants that threaten wildlands” applicable to San Diego County or the Southern California region.</p> <ul style="list-style-type: none"> <li>Contractor vehicles shall be washed to remove invasive species seeds prior to conducting work in proximity to native vegetation communities or areas set aside for restoration of native vegetation communities.</li> </ul> <p><b>Long-Term Projects</b></p> <p><b>Strategy 4.6.1:</b> Avoid direct or indirect impacts to wetland and riparian communities, other native vegetation communities, and habitat occupied by listed and special-interest species.</p> <p><b>Strategy 4.6.2:</b> Provide compensatory mitigation for impacts to wetland and riparian communities, other native vegetation communities, and occupied habitat before, or when, project impacts occur to offset habitat loss.</p> <p><b>Strategy 4.6.3:</b> Provide compensatory mitigation for impacts to wetland and riparian communities, other native vegetation communities, and occupied habitat on or near the project site, if feasible.</p> <p><b>Strategy 4.6.4:</b> Restore vegetation communities that are temporarily disturbed as a result of construction as soon as possible following construction. This may include planting native plants, controlling nonnative plants, and enhancing or restoring the original site hydrology to allow for the natural reestablishment of self-sustaining native vegetation.</p> <p><b>Strategy 4.6.5:</b> Avoid construction or maintenance activities within or near habitat occupied by listed or other special-interest species when species may be sensitive to disturbance, such as during the breeding season.</p> <p><b>Strategy 4.6.6:</b> If feasible, prioritize compensatory mitigation for vegetation communities to encourage</p>	<p><b>Long-Term Projects</b></p> <p>Implementation of the appropriate mitigation strategies is anticipated to reduce impacts to Belding’s Savannah sparrow, two-striped garter snake, northwestern San Diego pocket mouse, western mastiff bat, southern tarplant, decumbent goldenbush, and estuary seablite associated with the construction and operation of long-term projects to a <b>less than significant level</b>.</p>

**Table 1.B: Summary of Project Environmental Impacts, Mitigation Measures, and Residual Impacts**

Threshold of Significance	Impacts	Mitigation Measures	Level of Significance after Mitigation
		<p>expansion of habitat known to be occupied by special-interest species over creation habitat in non-occupied areas.</p> <p><b>Strategy 4.6.7:</b> If feasible, avoid direct or indirect disturbances to rare natural communities, as defined by the California Department of Fish and Game (CDFG) and/or other agencies.</p> <p><b>Strategy 4.6.8:</b> Implement appropriate best management practices (BMPs) to reduce the potential for siltation, sedimentation, or contamination of nearby waters or wetlands.</p> <p><b>Strategy 4.6.9:</b> To minimize construction impacts relating to dust during construction, require contractors to implement appropriate best management practices (BMPs) such as stabilizing loose soils, periodically spraying down exposed soil with water, providing wheel washing stations, and reducing vehicular speed within unpaved areas to minimize dust generation. If appropriate, consider periodically washing vegetation affected by dust accumulation with water.</p> <p><b>Strategy 4.6.10:</b> To minimize construction impacts relating to introduction of exotic or invasive species, require contractors and staff to adhere to the following regulations, as appropriate:</p> <ul style="list-style-type: none"> <li>• All landscaping plants and materials be free of plants or plant material from species that are listed on any California Invasive Plant Control (Cal-IPC) list of “invasive non-native plants that threaten wildlands” applicable to San Diego County or the Southern California region.</li> <li>• Contractor vehicles and heavy equipment (including associated rubber tires and tracks) shall be washed to remove invasive species seeds prior to conducting work in proximity to native vegetation communities or areas set aside for restoration of native vegetation communities.</li> </ul> <p><b>Strategy 4.6.11:</b> At such time as the parking structure is approved for development by all regulatory agencies</p>	

**Table 1.B: Summary of Project Environmental Impacts, Mitigation Measures, and Residual Impacts**

Threshold of Significance	Impacts	Mitigation Measures	Level of Significance after Mitigation
		<p>with jurisdiction, including the California Coastal Commission (CCC), restore the remaining two-thirds of the South Lot (approximately 6 acres [ac]) to wetlands and other native habitat as mitigation for long-term projects and future projects (mitigation banking) (subject to subsequent California Environmental Quality Act [CEQA] review and clearance). This area may be used to offset impacts from near-term projects as well if the California Department of Fish and Game (CDFG), the United States Corps of Engineers (Corps), the CCC, and/or the Regional Water Quality Control Board (RWQCB) require additional mitigation during the permitting process. Restoration shall be conducted by a qualified contractor in accordance with a habitat restoration plan approved by the CDFG, the Corps, the RWQCB, and the CCC, and shall be monitored by a qualified restoration biologist independent of the restoration contractor for five years or until success criteria are met. The Project Biologist shall verify that periodic reports are submitted to the 22nd District Agricultural Association (DAA), the CDFG, the Corps, the RWQCB, and the CCC, in accordance with the approved restoration plan and applicable regulatory requirements. Implementation of this strategy will be verified by the 22nd DAA.</p>	
<p>4.6.2 Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the CDFG or USFWS</p>	<p><b>Near-Term Projects</b></p> <p>Direct impacts to riparian habitat and sensitive natural communities have been identified for two near-term projects: the realignment of Solana Gate and the Surf and Turf Sports Complex (specifically, the paving of the east parking lot). The storm drain outlet associated with the proposed paving of the east parking lot has the potential to result in the loss of less than 0.01 acre of southern coastal salt marsh and 0.08 acre of Diegan coastal sage scrub, which are considered communities that are “rare and worthy of consideration” by the CDFG. Because these communities are declining throughout the region, any impacts to designated communities of concern are considered to be potentially significant.</p> <p>The proposed realignment of the Solana Gate entrance has the potential to result in direct impacts to 0.02 acre of vegetation potentially subject to the jurisdiction of the CDFG and the CCC. This impact would not be to a</p>	<p><b>Near-Term Projects</b></p> <p>Refer to Mitigation Measures 4.6.3 through 4.6.5.</p> <p><b>Mitigation Measure 4.6.6:</b> Following construction associated with the realignment of the Solana Gate driveway, the 22nd District Agricultural Association (DAA) shall retain a qualified restoration biologist to prepare a habitat restoration plan to restore the man-made drainage feature to preconstruction conditions or better, resulting in a minimum of 0.37 acre (ac) meeting the criteria for California Department of Fish and Game (CDFG) and California Coastal Commission (CCC) jurisdiction. Of this area, a minimum of 0.01 ac shall meet the United States Army Corps of Engineers (Corps) definition of wetland waters of the United States (U.S.) and a minimum of 0.30 ac shall meet the Corps definition of nonwetland waters of the U.S. The 22nd DAA shall retain a qualified restoration contractor to implement this plan, and the California Construction Authority (CCA) shall verify compliance. Restoration</p>	<p><b>Near-Term Projects</b></p> <p>Mitigation Measures 4.6.3 through 4.6.5 and 4.6.7 through 4.6.10 will reduce potentially significant direct and indirect impacts to riparian habitat and sensitive natural communities resulting from construction of near-term projects (Solana Gate realignment, Surf and Turf Sports Complex, and Building D) to a <b>less than significant level</b>.</p>

**Table 1.B: Summary of Project Environmental Impacts, Mitigation Measures, and Residual Impacts**

Threshold of Significance	Impacts	Mitigation Measures	Level of Significance after Mitigation
	<p>CDFG-designated vegetation community of concern. Impacts to potentially jurisdictional areas will require authorization from the CDFG and the CCC. Due to the existing level of disturbance and the dominance of nonnative vegetation within the area to be affected, which limits the value of the area to provide habitat for native species, impacts to this area would be less than significant.</p> <p>Indirect impacts to riparian habitat associated with Stevens Creek could occur as a result of the construction of Building D and the Solana Gate realignment. Indirect impacts to riparian habitat and sensitive natural communities associated with the San Dieguito River could occur as a result of paving the east parking lot. Indirect impacts may include increased noise, nighttime lighting, accidental or deliberate introduction of invasive or exotic species, increased dust, and increased pollution, particularly during construction. Indirect impacts are anticipated to be less than significant with implementation of mitigation measures, including Measures 4.6.5 and 4.6.6, and due to the existing level of disturbance on the site; the availability of similar, less-disturbed habitat available in the project vicinity; and the relatively small area that would be affected.</p>	<p>shall be conducted by a qualified contractor in accordance with the habitat restoration plan, which will be subject to approval by the CDFG, the Corps, the Regional Water Quality Control Board (RWQCB), and the CCC, and shall be monitored by a qualified restoration biologist independent of the restoration contractor for five years or until success criteria are met. The Project Biologist shall ensure that periodic reports are submitted to the 22nd DAA, the CDFG, the Corps, the RWQCB, and the CCC, in accordance with the approved restoration plan and applicable regulatory requirements. Implementation of this measure will be verified by the 22nd DAA.</p> <p><b>Mitigation Measure 4.6.7:</b> To offset impacts to natural communities and California Coastal Commission (CCC) and California Department of Fish and Game (CDFG) wetlands affected by the Solana Gate realignment, the 22nd District Agricultural Association (DAA) shall restore 0.20 acre (ac) of salt marsh and/or Diegan coastal sage scrub habitat in the South Lot adjacent to the existing restoration area. A minimum of 0.04 ac of southern coastal salt marsh shall be restored. To the extent feasible, this area shall be contiguous with existing salt marsh and shall meet the CCC definition of wetlands. The remaining 0.16 ac may be a combination of southern coastal salt marsh and Diegan coastal sage scrub, in a ratio determined by a qualified restoration biologist to be appropriate for site conditions, or may consist entirely of southern coastal salt marsh. Restoration shall be conducted by a qualified contractor in accordance with a habitat restoration plan approved by the CDFG, the United States Army Corps of Engineers (Corps), the Regional Water Quality Control Board (RWQCB), and the CCC, and shall be monitored by a qualified restoration biologist independent of the restoration contractor for five years or until success criteria are met. The Project Biologist shall ensure that periodic reports are submitted to the 22nd DAA, the CDFG, the Corps, the RWQCB, and the CCC, in accordance with the approved restoration plan and applicable regulatory requirements. The restoration is anticipated to occur in the South Lot adjacent to ongoing restoration, and implementation of this measure will be</p>	

**Table 1.B: Summary of Project Environmental Impacts, Mitigation Measures, and Residual Impacts**

Threshold of Significance	Impacts	Mitigation Measures	Level of Significance after Mitigation
		<p>verified by the 22nd DAA.</p> <p><b>Mitigation Measure 4.6.8:</b> To the maximum extent feasible, the 22nd District Agricultural Association (DAA) shall require all construction contractors to avoid direct or indirect disturbances to rare natural communities, as defined by the California Department of Fish and Game (CDFG) and/or other agencies. These communities shall be clearly delineated on construction plans when they occur in proximity to or within the project impact footprint. No staging areas or temporary access routes shall be placed within such communities, except where such areas occur within the identified project impact footprint. Any unforeseen or accidental impacts to such communities shall be subject to appropriate restoration following construction, in accordance with a habitat restoration plan prepared by a qualified restoration biologist. The Project Biologist and the 22nd DAA shall verify implementation of this measure.</p> <p><b>Mitigation Measure 4.6.9:</b> In addition to the 2.14 acre (ac) salt marsh restoration currently in progress and the 0.20 ac to be restored in accordance with Mitigation Measure 4.6.7, the remaining one-third of the South Lot (for a total of approximately 3 ac) to wetlands and other native habitat shall be restored as mitigation for long-term projects and future projects (mitigation banking) (subject to subsequent California Environmental Quality Act [CEQA] review and clearance). This area may be used to offset impacts from near-term projects as well, if needed to fulfill permit requirements. Restoration shall be conducted by a qualified contractor in accordance with a habitat restoration plan approved by the CDFG, the Corps, the RWQCB, and the CCC, and shall be monitored by a qualified restoration biologist independent of the restoration contractor for five years or until success criteria are met. The Project Biologist shall verify that periodic reports are submitted to the 22nd District Agricultural Association (DAA), the CDFG, the Corps, the RWQCB, and the CCC, in accordance with the approved restoration plan and applicable regulatory requirements. Implementation of this measure will be verified by the 22nd DAA.</p>	

**Table 1.B: Summary of Project Environmental Impacts, Mitigation Measures, and Residual Impacts**

Threshold of Significance	Impacts	Mitigation Measures	Level of Significance after Mitigation
	<p><b>Long-Term Projects</b></p> <p>Most of the proposed long-term projects at the Fairgrounds site do not appear likely to result in direct impacts to riparian habitat or sensitive natural communities. However, the seasonal train platform, improvements to the Backstretch Area, and the multilevel parking structure may be located near riparian habitat and/or sensitive natural communities. If these facilities are not designed to avoid these resources, they would have the potential to result in direct impacts, which would be potentially significant. Direct impacts could occur in the form of habitat loss, mortality or injury to wildlife and plants, and adverse impacts to nesting birds. Indirect impacts to these areas could occur in the form of accidental or deliberate introduction of invasive or exotic species, increased dust, and increased pollution, particularly during construction.</p>	<p><b>Long-Term Projects</b></p> <p>Refer to Strategies 4.6.1 through 4.6.11.</p>	<p><b>Long-Term Projects</b></p> <p>Implementation of the appropriate mitigation strategies will reduce impacts to riparian habitat and sensitive natural communities associated with the construction and operation of long-term projects to a <b>less than significant level</b>.</p>
<p>4.6.3 Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means</p>	<p><b>Near-Term Projects</b></p> <p>Direct impacts to federally protected wetlands, as well as to potential CDFG and CCC jurisdictional areas, have been identified for two near-term projects: the realignment of Solana Gate and the Surf and Turf Sports Complex (specifically, the paving of the east parking lot). Direct impacts resulting from the proposed modifications to the east parking lot would occur to 0.06 acre of potential wetland waters of the United States subject to Corps jurisdiction, which is also likely subject to CCC jurisdiction. The 0.06-acre area is considered a highly degraded wetland, and impacts would be less than significant. No direct impacts to areas potentially subject to the CDFG would occur as a result of paving the east parking lot.</p> <p>It is anticipated that the jurisdictional areas on the west side of the road can be avoided during the realignment of Solana Gate through the placement of retaining walls. It is possible that impacts may occur to 0.02 acre of the potential CDFG and CCC jurisdictional area located east of the Solana Gate driveway. This area consists of nonnative vegetation. If this area is affected, impacts are anticipated to be direct and permanent. Additionally, temporary impacts may occur to 0.04 acre of</p>	<p><b>Near-Term Projects</b></p> <p>Refer to Mitigation Measures 4.6.3 through 4.6.9.</p>	<p><b>Near-Term Projects</b></p> <p>Mitigation Measures 4.6.3 through 4.6.9 would reduce direct and indirect impacts to federally protected wetlands as well as to potential CDFG and CCC jurisdictional areas associated with the realignment of Solana Gate and paving the east parking lot to a <b>less than significant level</b>.</p>

**Table 1.B: Summary of Project Environmental Impacts, Mitigation Measures, and Residual Impacts**

Threshold of Significance	Impacts	Mitigation Measures	Level of Significance after Mitigation
	<p>nonwetland waters of the United States, consisting of the culvert below the road. The existing culvert conveying Stevens Creek under the Solana Gate driveway is proposed to remain in place during and after construction of the Solana Gate improvements. The flood control and flood storage functions of these areas would not be adversely affected. Impacts to these areas would be less than significant.</p> <p>It is anticipated that temporary impacts would occur to the man-made drainage feature along the southeast side of the Solana Gate driveway. The feature is approximately 0.37 acre. The CCC and CDFG have potential jurisdiction over the entire feature, while the Corps has potential jurisdiction to 0.01 acre of wetland waters of the United States and 0.30 acre of nonwetland waters of the United States. Impacts would potentially include vegetation removal, temporary filling of the area to provide access to construction equipment during construction and site grading, and potential replacement of existing culverts. These impacts are potentially significant, but can be mitigated. Short-term, construction-related impacts to this feature could include temporal loss of functions and values. Construction may also result in adverse effects to water quality, although these impacts are likely to be localized to the feature. Additional impacts from dust and noise may occur during construction; however, because the area would be cleared and temporarily filled during the initial stages of construction and restored following construction, these impacts are anticipated to be less than significant.</p> <p><b>Long-Term Projects</b></p> <p>Most of the proposed long-term projects at the Fairgrounds site do not appear likely to result in direct impacts to federally protected wetlands or potential CDFG and CCC jurisdictional areas. However, the seasonal train platform, new Horseman’s Village, and the multilevel parking structure may be located near protected areas. If these facilities are not designed to avoid these sensitive resources, they would have the potential to result in direct impacts. Indirect impacts to these areas could occur in the form of accidental or deliberate introduction of invasive or exotic species, increased dust, and increased pollution, particularly</p>	<p><b>Long-Term Projects</b></p> <p>Refer to Strategies 4.6.1 through 4.6.11.</p>	<p><b>Long-Term Projects</b></p> <p>Implementation of the appropriate mitigation strategies is anticipated to reduce impacts to federally protected wetlands as well as to potential CDFG and CCC jurisdictional areas associated with the construction and operation of long-term projects to a <b>less than significant level</b>.</p>

**Table 1.B: Summary of Project Environmental Impacts, Mitigation Measures, and Residual Impacts**

Threshold of Significance	Impacts	Mitigation Measures	Level of Significance after Mitigation
	<p>during construction. These impacts are potentially significant, although impacts may be avoidable through implementation of the appropriate programmatic impact avoidance and mitigation strategies</p>		
<p>4.6.4 Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites</p>	<p><b>Near-Term Projects</b></p> <p>The proposed near-term projects have the potential to result in impacts to areas adjacent to the San Dieguito River and Lagoon. However, the areas that would be affected as a result of the east lot improvements, development of Buildings B and D, and the Solana Gate realignment project are substantially disturbed and subject to frequent or periodic intense human activity under current conditions. Because these impacts would not directly affect the higher-quality habitat along the San Dieguito River or within the Lagoon area, and because the indirect effects from potentially increased human activities (including noise, dust, and potentially increased pollution and litter) reflect a minimal increase of existing impacts in the area, the near-term projects are expected to have a less than significant impact on wildlife movement and the use of the River or Lagoon as a wildlife nursery site.</p> <p>Native avian species may nest in suitable trees and shrubs throughout the Fairgrounds and adjacent habitat. Therefore, if construction is proposed during the nesting season (February 1 through August 31), the projects could result in adverse impacts to nesting birds. Impacts that result in nest failure of native birds (either directly through nest removal or indirectly due to disruption from human-induced activities) are potentially significant, although impacts may be reduced with implementation of the appropriate mitigation measures.</p> <p><b>Long-Term Projects</b></p> <p>The proposed long-term projects on the Fairgrounds are primarily located away from the San Dieguito River/Lagoon area, which may serve as a wildlife corridor and nursery site. The proposed near-term and long-term projects would not constrain or hinder the potential wildlife movement area because proposed development is set back from the San Dieguito</p>	<p><b>Near-Term Projects</b></p> <p>Refer to Mitigation Measures 4.6.1 through 4.6.5.</p> <p><b>Long-Term Projects</b></p> <p>Refer to Strategies 4.6.1 through 4.6.11.</p>	<p><b>Near-Term Projects</b></p> <p>Mitigation Measures 4.6.1 through 4.6.5 would reduce impacts to wildlife movement and wildlife nursery sites associated with the construction of near-term projects to a <b>less than significant level</b>.</p> <p><b>Long-Term Projects</b></p> <p>Implementation of the appropriate mitigation strategies is anticipated to reduce impacts to wildlife movement and wildlife nursery sites associated with the construction and operation of long-term projects to a <b>less than significant level</b>.</p>

**Table 1.B: Summary of Project Environmental Impacts, Mitigation Measures, and Residual Impacts**

Threshold of Significance	Impacts	Mitigation Measures	Level of Significance after Mitigation
	<p>River/Lagoon, with the exception of the multilevel parking structure on the east lot. It is anticipated that construction and operation of the multilevel parking structure could result in increased noise and light impacts, as well as disturbance from increased human activities. It is anticipated that the most severe impacts would occur during construction. Due to the large expanse of open space and restored habitat within the San Dieguito River/Lagoon area as a result of the San Dieguito Wetlands Restoration project, it is expected that impacts resulting from construction of near-term and long-term projects on the Fairground site would not prevent the River and Lagoon areas from being used by native wildlife species as a movement corridor and nursery site.</p> <p>Avian species may nest in suitable trees and shrubs throughout the Fairgrounds and adjacent habitat. Therefore, if construction of long-term projects is proposed during the nesting season, the projects could result in adverse impacts to nesting native birds. These impacts are potentially significant, although impacts may be reduced through implementation of the appropriate programmatic impact avoidance and mitigation strategies.</p>		
<p>4.6.5 Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance</p>	<p><b>Near-Term Projects</b></p> <p>The City of San Diego has adopted various regulations in the Municipal Code pertaining to trees. Section 62.06 et seq. addresses landscaping within the public right-of-way and prohibits damaging, modifying, or removing such plantings without authorization; Section 142.04 et seq. includes landscaping regulations applicable to development proposals; and the City's Land Development Manual contains sections pertaining to Biology, Coastal Bluffs and Beaches, and Landscape Standards.</p> <p>The proposed Master Plan projects that are located within the City of San Diego limits would not be subject to City of San Diego Zoning and other Municipal Codes because the 22nd DAA's proposed uses for these sites are not subject to local regulations; however, a description of the project's consistency with these regulations is summarized below (see Section 4.6, Biological Resources, for a detailed discussion)</p>	<p><b>Near-Term Projects</b></p> <p>No mitigation is required.</p>	<p><b>Near-Term Projects</b></p> <p><b>Less than significant impact.</b></p>

**Table 1.B: Summary of Project Environmental Impacts, Mitigation Measures, and Residual Impacts**

Threshold of Significance	Impacts	Mitigation Measures	Level of Significance after Mitigation
	<p>The proposed project would have no impact to landscaping within the public right-of-way and no impact to Section 62.06 et seq.</p> <p>Section 142.04 et seq. includes landscaping regulations applicable to development proposals. As described in Section 4.8, Geology and Soils, project erosion impacts were found to be less than significant with implementation of storm water best management practices. As described in Section 4.16, Greenhouse Gases and Energy, the proposed project will be constructed to LEED-NC Silver standards, and project components and mitigation include aggressive energy conservation features, including the use of shade trees and water conservation measures. As described in Section 4.9, Hazards, the project site is not prone to wildfires and, by adhering to the State of California fire safety standards, the proposed project would not expose structures or future occupants of the facilities to a significant risk of wildfires. As described in Chapter 3.0, Project Description, and Section 4.5, Aesthetics, the proposed landscape plan includes a landscaped design that enhances the appearance of the site by introducing native and indigenous plants that relate to the local environment and retains and reinforces the existing on-site palm trees and associated plant materials in response to site location and function, historical significance, and adjacency to environmentally sensitive area. Therefore, the project in its totality, including project features and mitigation measures described throughout this EIR, results in a less than significant impact with regard to Section 142.04 et seq. of the City of San Diego Code.</p> <p>The City's Land Development Manual contains sections pertaining to Biology, Coastal Bluffs and Beaches, and Landscape Standards. The Manual establishes guidelines for environmentally Sensitive Lands Regulations (ESL). The portion of the Fairgrounds located within the municipal limits of the City of San Diego is not designated ESL. The off-site fire station location is not presently owned by the State, but the 22nd DAA will make arrangements for the site to be acquired prior to construction. The fire station site is located within the</p>		

**Table 1.B: Summary of Project Environmental Impacts, Mitigation Measures, and Residual Impacts**

Threshold of Significance	Impacts	Mitigation Measures	Level of Significance after Mitigation
	<p>City of Del Mar and is therefore not subject to the City of San Diego ESL.</p> <p>The fire station site is, however, presently subject to the City of Del Mar “Trees” and “Trees, Scenic Views and Sunlight” regulations. If removal of “protected trees” is proposed on site, a permit would be required. However, no Torrey pine or Monterey cypress trees are located on site, and the site is not within the Open Space Overlay or Central Business Zones. Proposed landscape planting for the fire station is approximately 300 ft from the nearest residence. Given the low elevation of the project site and the large distance between proposed planting areas for the hotel portion of the project site and the fire station site to nearby residences, it is very unlikely that project landscaping will impede views or obstruct sunlight from neighboring properties. The proposed project will have a less than significant impact to the tree species protected for the biological resource value in Chapter 23.50 and to scenic views and sunlight as protected in Chapter 23.51.</p> <p>The proposed near-term projects have been designed to minimize impacts to biological resources consistent with the intent of local policies and regulations. Therefore, no significant impacts would occur with regard to policies or ordinances protecting biological resources.</p> <p><b>Long-Term Projects</b></p> <p>The City of San Diego has adopted various regulations in the Municipal Code pertaining to trees. Section 62.06 et seq. addresses landscaping within the public right-of-way and prohibits damaging, modifying, or removing such plantings without authorization; Section 142.04 et seq. includes landscaping regulations applicable to development proposals; and the City’s Land Development Manual contains sections pertaining to Biology, Coastal Bluffs and Beaches, and Landscape Standards. The only long-term project that is proposed within the City limits of San Diego is the proposed multilevel parking structure in the East Parking Lot. No street trees would be removed to implement this project, and opportunities for landscaping adjacent to the structure will be considered at the time plans are prepared and subsequent CEQA review is pursued. The site is not located within an ESL, coastal bluff, or beach.</p>	<p><b>Long-Term Projects</b></p> <p>No Mitigation is required.</p>	<p><b>Long-Term Projects</b></p> <p><b>Less than significant impact.</b></p>

**Table 1.B: Summary of Project Environmental Impacts, Mitigation Measures, and Residual Impacts**

Threshold of Significance	Impacts	Mitigation Measures	Level of Significance after Mitigation
	<p>It is expected that the proposed parking structure will not conflict with the local regulations and that the long-term project would result in a less than significant impact with regard to this threshold.</p> <p>The proposed long-term projects that would be located within the City of Del Mar include a seasonal train platform along the railroad tracks on the west side of the project site, replacement of the existing Horseman's Village, a new truck tunnel under the Racetrack, and a vehicle wash rack. There are no Torrey pine or Monterey cypress trees located on the Fairgrounds site, and these long-term projects are located interior to the Fairgrounds site, hundreds of feet or more from the nearest residences, and would not result in the loss of tree species protected by Chapter 23.50 of the City of Del Mar Code or result in the obstruction of views or sunlight as protected by Chapter 23.51 of the City of Del Mar Code.</p>		
<p>4.6.6 Conflict with the provisions of an adopted HCP, NCCP, or other approved local, regional, or state habitat conservation plan</p>	<p><b>Near-Term Projects</b></p> <p>No impacts have been identified.</p> <p><b>Long-Term Projects</b></p> <p>There are no currently adopted Habitat Conservation Plans (HCPs), Natural Community Conservation Plans (NCCPs), or approved local, regional, or State HCPs that are applicable to the Fairgrounds. The conceptual planning for the long-term projects has been designed and sited to maximize the potential of the projects to be consistent with what is presently known of the City of Del Mar Subarea Plan and with the adopted City of San Diego Multiple Species Conservation Program (MSCP) Subarea Plan, the only HCPs with the potential to be applicable to the project site. The Del Mar Subarea Plan seeks to preserve and enhance the area along the San Dieguito Lagoon. The long-term projects do not include any proposals adjacent to the Lagoon.</p> <p>The City of Del Mar Subarea Plan has not been adopted at this time, nor is a draft available for review. Therefore, it is not feasible to make a plan consistency determination at this time; however, significant impacts</p>	<p>No mitigation is required.</p>	<p><b>Near-Term Projects</b></p> <p><b>Less than significant impact.</b></p> <p><b>Long-Term Projects</b></p> <p><b>Less than significant impact.</b></p>

**Table 1.B: Summary of Project Environmental Impacts, Mitigation Measures, and Residual Impacts**

Threshold of Significance	Impacts	Mitigation Measures	Level of Significance after Mitigation
	<p>to the Lagoon are not expected to occur, and it is anticipated that a finding of consistency with the City of Del Mar Subarea Plan will be made when the long-term projects undergo subsequent CEQA review. The City of San Diego Subarea Plan does not call out any areas within the Fairgrounds for conservation; therefore, the proposed long-term projects are considered to be consistent with this plan. No significant impacts are anticipated with regard to consistency with adopted local, regional, or State HCPs.</p>		
<p>4.6.7 Have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, or reduce the number or restrict the range of a rare or endangered plant or animal</p>	<p><b>Near-Term Projects</b></p> <p>Of the proposed near-term projects, the Surf and Turf Sports Complex (specifically, paving the east parking lot) has the potential to result in direct impacts to native vegetation communities. Construction of the realigned Solana Gate and Building D has the potential to result in indirect impacts to the native vegetation communities associated with Stevens Creek. While these projects would result in the loss of up to 0.16 acre of native vegetation communities and 0.43 acre of disturbed habitat, and could result in increased indirect impacts from noise, nighttime lighting, and potential introduction of invasive or exotic species, they are not anticipated to substantially degrade the quality of the environment and impacts are less than significant.</p> <p>Direct impacts to Belding’s Savannah sparrow (such as direct mortality or disturbance of nesting birds) are considered to be potentially significant because this species is a State-listed endangered species and is at risk of extinction. However, direct impacts to Belding’s Savannah sparrow may be avoided or minimized through implementation of mitigation measures.</p> <p>While these projects could adversely affect individuals of other special-interest species, including two-striped garter snake, western mastiff bat, northwestern San Diego pocket mouse, southern tarplant, decumbent goldenbush, and estuary seablite, impacts to less than 0.59 acre of habitat would not appreciably reduce the number or restrict the range of these species, cause the populations to drop below self-sustaining levels, or substantially reduce their habitat. Therefore, impacts would be less than significant.</p>	<p><b>Near-Term Projects</b></p> <p>Refer to Mitigation Measures 4.6.1 through 4.6.9.</p>	<p><b>Near-Term Projects</b></p> <p>Mitigation Measures 4.6.1 through 4.6.9 would reduce impacts to the quality of the environment, populations of fish or wildlife species, plant and animal communities, and threatened and endangered species associated with the construction of near-term projects to a <b>less than significant level</b>.</p>

**Table 1.B: Summary of Project Environmental Impacts, Mitigation Measures, and Residual Impacts**

Threshold of Significance	Impacts	Mitigation Measures	Level of Significance after Mitigation
	<p><b>Long-Term Projects</b></p> <p>The seasonal train platform, new Horseman’s Village, and multilevel parking structure may be located near sensitive biological areas associated with Stevens Creek and the San Dieguito River. If these facilities are not designed to avoid these sensitive resources, they would have the potential to result in impacts. Indirect impacts to these areas could occur in the form of accidental or deliberate introduction of invasive or exotic species, increased dust, increased noise and nighttime lighting, and increased pollution, particularly during construction. Loss of wildlife habitat, if any, is anticipated to be minimal. Impacts to Belding’s savannah sparrow are potentially significant. Impacts to two-striped garter snake, northwestern San Diego pocket mouse, western mastiff bat, southern tarplant, decumbent goldenbush, and estuary seablite are not anticipated to be significant. In the event that any of the above-listed species are listed in the future as threatened or endangered or are otherwise at risk of extinction, impacts to those species would be potentially significant.</p> <p>In addition to the long-term development projects, the 22nd DAA also proposes to restore a substantial portion of the south lot to wetlands and other native habitat as mitigation for the identified long-term projects and other future projects as described in Section 4.9 (subject to subsequent CEQA review and clearance), at such time as the proposed parking structure is approved for development by all regulatory agencies with jurisdiction, including the CCC.</p>	<p><b>Long-Term Projects</b></p> <p>Refer to Strategies 4.6.1 through 4.6.9.</p>	<p><b>Long-Term Projects</b></p> <p>Implementation of the appropriate mitigation strategies is anticipated to reduce impacts to the quality of the environment, populations of fish or wildlife species, plant and animal communities, and threatened and endangered species associated with the construction and operation of long-term projects to a <b>less than significant</b> level.</p>
<p>Cumulative Biological Resources Impacts</p>	<p>Impacts with regard to special-interest species would include the direct loss of up to 0.16 acre of native vegetation communities, potential injury or mortality of individuals during construction, and potential indirect impacts to adjacent habitat. All of the special-interest species are facing habitat loss throughout their ranges. Additionally, impacts to many wildlife species in California occur as a result of edge effects, where developed areas abut natural areas. Edge effects include decreased quality of habitat; noise; nighttime lighting; and direct mortality or injury of wildlife by vehicles, pets, and humans. Impacts of the proposed projects on</p>	<p>Refer to Mitigation Measures 4.6.1 through 4.6.9 and Strategies 4.6.1 through 4.6.11.</p>	<p>Mitigation Measures 4.6.1 through 4.6.9 and Strategies 4.6.1 through 4.6.11 would reduce cumulative impacts to special-interest species, sensitive natural communities, riparian habitat, wetlands and waters, wildlife movement and nursery sites, and adopted policies and habitat conservation plans to a <b>less than significant</b> level.</p>

**Table 1.B: Summary of Project Environmental Impacts, Mitigation Measures, and Residual Impacts**

Threshold of Significance	Impacts	Mitigation Measures	Level of Significance after Mitigation
	<p>the Fairgrounds would be in a location where edge effects are already occurring, although the severity of the effects may be incrementally increased. While the impacts to potential habitat would contribute to the cumulative loss of habitat throughout the ranges of these species, because the area of habitat that would be directly affected is very small, because the area subject to increased indirect effects is already subjected to existing edge effects as a result of Fairgrounds operations, and because the impacts to species are unlikely to result in the loss of population viability, cumulative impacts to special-interest species would be less than significant. Furthermore, impacts to potentially suitable habitat for special-interest species will be offset by restoration in the South Lot proposed as mitigation.</p> <p>Impacts with regard to riparian habitat, other sensitive natural communities, and federally and State-protected waters and wetlands would result from the Surf and Turf Sports Complex (paving the east lot) and the realignment of Solana Gate, and would include direct impacts to 0.08 acre of Diegan coastal sage scrub and less than 0.01 acre of southern coastal salt marsh, both of which are considered sensitive natural communities. Impacts to these communities would contribute to the incremental loss of habitat throughout the region; however, due to the disturbed and isolated nature of the habitat to be affected, and the relatively small area of impact, cumulative impacts to these resources are anticipated to be less than significant. Furthermore, impacts to these communities will be offset by restoration in the South Lot proposed as mitigation.</p> <p>Operational impacts of the Joint Powers Authority (JPA) trail currently under construction along the San Dieguito River between Jimmy Durante Boulevard and I-5 could include disturbance from increased human activities, injury or mortality of wildlife as a result of encounters with pets and horses, and introduction of disease into wildlife population from increased access for pets into wildlife habitat. The nature and level of significance of these impacts would depend on the trail design, amenities, and regulations; however, these impacts would be potentially significant if special-interest species are affected. Direct impacts (e.g., mortality or injury of individuals or loss of a nest) to special-interest</p>		

**Table 1.B: Summary of Project Environmental Impacts, Mitigation Measures, and Residual Impacts**

Threshold of Significance	Impacts	Mitigation Measures	Level of Significance after Mitigation
	<p>species and nesting birds are potentially significant.</p> <p>These near-term projects also have the potential to permanently affect 0.02 acre of potential CDFG and CCC jurisdictional wetlands (Solana Gate realignment) and a 0.06-acre feature potentially subject to CCC and Corps jurisdiction as a wetland water of the United States (Surf and Turf Sports Complex). Temporary impacts to a 0.37-acre linear drainage with areas potentially subject to CCC, CDFG, and Corps jurisdiction may also result from the Solana Gate realignment, as well as temporary impacts to 0.04 acre of Stevens Creek as it is conveyed via a culvert below the existing road (potential Corps jurisdiction only). Because the areas to be permanently affected are not expected to provide significant functions or values due to the existing level of disturbance and because the areas to be permanently affected are relatively small, cumulative impacts to waters and wetlands would be less than significant.</p> <p>The JPA is addressing impacts resulting from the proposed segment of the Coast to Crest trail through the CCC permitting process. JPA has submitted a Coastal Development Permit (CDP) for the trail project.</p> <p>The proposed near-term and long-term projects are not expected to substantially constrain the use of the San Dieguito River and Lagoon area as a wildlife corridor or wildlife nursery site. Furthermore, it is anticipated that the restoration project area will be preserved in perpetuity. Therefore, while indirect effects of near-term and long-term projects may discourage wildlife from using the habitat immediately adjacent to the Fairgrounds property, there is sufficient habitat south of these sites to provide adequate wildlife movement and nursery sites, and, combined with the proposed biological buffer zones, cumulative impacts would be less than significant.</p> <p>The project would not conflict with any local policies or ordinances protecting biological resources, as the properties are State-owned and not subject to local regulations. Therefore, no cumulative impacts would</p>		

**Table 1.B: Summary of Project Environmental Impacts, Mitigation Measures, and Residual Impacts**

Threshold of Significance	Impacts	Mitigation Measures	Level of Significance after Mitigation
	<p>occur with regard to local policies or ordinances.</p> <p>No cumulative impacts would occur with regard to the MSCP, the only potentially applicable NCCP/HCP plan in the vicinity of the Fairgrounds.</p>		
<b>4.7 CULTURAL AND PALEONTOLOGICAL RESOURCES</b>			
<p>4.7.1 Cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines Section §15064.5</p>	<p><b>Near-Term Projects</b></p> <p>None of the resources at the project site are eligible for listing in the National Register or California Register, or are designated as California Historical Landmarks or California Points of Historical Interest. In addition, no resources in the project area are listed in the Historic Properties Directory (2006).</p> <p>The project site did not meet eligibility as a historic district for the National Register or California Register criteria and therefore does not constitute a historical resource under CEQA or a historic property under Section 106.</p> <p>Therefore none of the buildings or structures on the project site are considered to be significant historic resources under CEQA or historic properties under Section 106 and the project will not cause a significant adverse change to historic resources or historic properties on site. No mitigation is required.</p> <p><b>Long-Term Projects</b></p> <p>While the long-term projects include improvement of the existing Backstretch Area, including rebuilding stables and temporary living quarters, construction of a Horseman’s Village, a new truck tunnel, and a multilevel parking structure, and enhancing transit access with the provision of a seasonal train platform, as stated above, there are no significant historic resources at the Fairgrounds. The proposed long-term projects affect the same project site as the near-term projects. Therefore, the proposed long-term projects would not result in significant adverse change to historic resources on site and no mitigation is required.</p>	<p><b>Near-Term Projects</b></p> <p>No mitigation is required.</p> <p><b>Long-Term Projects</b></p> <p>No mitigation is required.</p>	<p><b>Near-Term Projects</b></p> <p><b>No impact.</b></p> <p><b>Long-Term Projects</b></p> <p><b>No impact.</b></p>

**Table 1.B: Summary of Project Environmental Impacts, Mitigation Measures, and Residual Impacts**

Threshold of Significance	Impacts	Mitigation Measures	Level of Significance after Mitigation
<p>4.7.2 Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines Section §15064.5</p>	<p><b>Near-Term Projects</b></p> <p>An archival records search and archaeological field survey was performed for the project site. The Records Search revealed 38 archaeological sites within 0.5 mi radius of the project site; however, none of these sites were located on the fairgrounds. In addition, the field survey was conducted for the proposed project area and no additional resources were discovered on the project site.</p> <p>While no sensitive cultural resources will be impacted by the proposed project, much of the project site consists of reclaimed “swampland” covered with imported fill that is not sensitive to cultural resources. Implementation of the proposed project restricted to the areas of fill will not require mitigation; however, buried intact soil deposits in the remaining project area may contain resources that have not yet been identified during record and field surveys examinations of the property. A potentially significant impact could occur if archaeological resources are encountered in these soil deposits during implementation of the proposed project, therefore mitigation is required.</p>	<p><b>Near-Term Projects</b></p> <p><b>Mitigation Measure 4.7.1:</b> Prior to issuance of any notice to proceed, the California Construction Authority (CCA) shall oversee implementation of a grading, monitoring, and data recovery program to mitigate potential impacts to undiscovered buried archaeological resources on the Fairgrounds and fire station site. This program shall include, but shall not be limited to, the following actions:</p> <ol style="list-style-type: none"> <li>a. Provide evidence that a consulting archaeologist with supervisory level experience has been retained to implement a grading, monitoring, and data recovery program. A letter from the consulting archaeologist shall be submitted to the CCA. The letter shall include the following guidelines, which shall also be noted on all grading plans:                     <ol style="list-style-type: none"> <li>i. The consulting archaeologist/historian shall attend the pregrading meeting with the contractors to explain and coordinate the requirements of the monitoring program.</li> <li>ii. The project archaeologist shall monitor all areas identified for development, including off-site improvements.</li> <li>iii. An adequate number of monitors shall be present to ensure that all earth-moving activities are observed and shall be on site during all grading activities for all areas to be monitored.</li> <li>iv. During the original cutting of previously undisturbed deposits, the archaeological monitor(s) shall be on site as determined by the Principal Investigator of the excavations. Inspections will vary based on the rate of excavation, the materials excavated, and the presence and abundance of artifacts and features. The frequency and location of inspections will be determined by the Project Archaeologist. Monitoring of cutting of previously disturbed deposits will be determined by the Project Archaeologist.</li> </ol> </li> </ol>	<p><b>Near-Term Projects</b></p> <p>Implementation of Mitigation Measure 4.7.1 will provide the necessary protection to unknown archaeological resources and reduce any potential impacts to <b>less than significant levels.</b></p>

**Table 1.B: Summary of Project Environmental Impacts, Mitigation Measures, and Residual Impacts**

Threshold of Significance	Impacts	Mitigation Measures	Level of Significance after Mitigation
		<p>v. In the event that previously unidentified potentially significant cultural resources are discovered, the Project Archaeologist shall have the authority to divert or temporarily halt ground disturbance operations in the area of discovery to allow evaluation of potentially significant cultural resources. The Principal Investigator shall contact the California Construction Authority at the time of discovery. The Principal Investigator, in consultation with the California Construction Authority, shall determine the significance of the discovered resources. The California Construction Authority must concur with the evaluation before construction activities will be allowed to resume in the affected area. For significant cultural resources, a Research Design and Data Recovery Program to mitigate impacts shall be prepared by the Principal Investigator and approved by the California Construction Authority, then carried out using professional archaeological methods.</p> <p>vi. In the event that previously unidentified cultural resources are discovered, all cultural material collected during the grading monitoring program shall be processed and curated at a San Diego facility that meets federal standards per 36 Code of Federal Regulations (CFR) Part 79, and therefore would be professionally curated and made available to other archaeologists/ researchers for further study. The collections and associated records shall be timely and transferred, including title, to an appropriate curation facility within San Diego County, to be accompanied by payment of the fees necessary for permanent curation. Evidence shall be in the form of a letter from the curation facility identifying that archaeological materials have been received and that all fees have been paid.</p> <p>vii. In the event that previously unidentified cultural resources are discovered, a report documenting the field and analysis results and interpreting the artifact and research data within the research context shall be completed and submitted to the satisfaction of the California Construction Authority prior to the issuance of a notice to</p>	

**Table 1.B: Summary of Project Environmental Impacts, Mitigation Measures, and Residual Impacts**

Threshold of Significance	Impacts	Mitigation Measures	Level of Significance after Mitigation
	<p><b>Long-Term Projects</b></p> <p>The proposed long-term projects affect the same project site as the near-term projects, and, as stated, above, while no known sensitive cultural resources, including archaeological resources, have been identified on-site. Therefore, the construction of long-term projects such as the seasonal train platform, multi-level parking structure, improvements to the Backstretch Area, new Horseman's Village, vehicle wash rack, and new truck tunnel will not result in impacts to archaeological resources. Therefore, the proposed long-term project would not cause a substantial adverse change in significance of an archaeological resource. However, precautionary measures have been identified to address any potentially significant impact that could occur if unknown archaeological resources are encountered in soil deposits</p>	<p>proceed on building construction. The report shall include Department of Parks and Recreation (DPR) Primary and Archaeological Site forms.</p> <p>viii. In the event that no cultural resources are discovered, a brief letter to that effect shall be sent to the California Construction Authority by the Principal Investigator once grading monitoring activities have been completed.</p> <p><b>Long-Term Projects</b></p> <p><b>Strategy 4.7.1:</b> The 22nd District Agricultural Association (DAA) shall ensure implementation of measures to reduce cultural and paleontological impacts, including but not limited to implementation of Mitigation Measures 4.7.1 through 4.7.3, described above.</p>	<p><b>Long-Term Projects</b></p> <p>Implementation of Strategy 4.7.1 will provide the necessary protection to unknown archaeological resources and reduce any potential impacts to <b>less than significant levels.</b></p>
<p>4.7.3 Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature</p>	<p><b>Near-Term Projects</b></p> <p>A pedestrian field study and paleontological locality search was conducted for the proposed Master Plan projects. The pedestrian field survey resulted in no paleontological resources identified on the project site during the survey. The paleontological locality search revealed the existing project area is underlain by sediments of the Eocene Torrey Sandstone, Pleistocene Bay Point Formation, Quaternary Alluvium and slope wash, artificial fill, and possibly Pleistocene Alluvium at depth. The Eocene Torrey Sandstone has a moderate sensitivity and the Pleistocene Bay Point Formation has a high paleontological sensitivity for producing fossils; however, the Torrey Sandstone and the Bay Point Formation have both produced fossils near the project</p>	<p><b>Near-Term Projects</b></p> <p><b>Mitigation Measure 4.7.2:</b> Prior to issuance of a notice to proceed, the California Construction Authority shall retain a paleontologist. The letter shall state that the applicant has retained this consultant, that the consultant shall be present at the pregrade conference, and that the consultant will monitor all grading and other significant ground-disturbing activities within areas mapped as the Torrey Sandstone, the Bay Point Formation, or Pleistocene Alluvium beginning at the surface. For areas mapped as Holocene (less than 10,000 years) Alluvium, monitoring will not be required until a depth of 5 feet (ft) below the surface has been reached. Once a depth of 5 ft has been reached in Holocene Alluvium, spot monitoring should begin to determine what</p>	<p><b>Near-Term Projects</b></p> <p>Implementation of Mitigation Measure 4.7.2 would provide the required monitoring to reduce any potential impacts to unknown paleontological resources to <b>less than significant levels.</b></p>

**Table 1.B: Summary of Project Environmental Impacts, Mitigation Measures, and Residual Impacts**

Threshold of Significance	Impacts	Mitigation Measures	Level of Significance after Mitigation
	<p>area, but no localities are recorded within the project limits.</p> <p>While no paleontological resources were discovered within the Fairgrounds during the pedestrian field survey and locality search, the locality search did identify formations within the property that could be sensitive for buried paleontological resources. Therefore mitigation is required to address the potentially significant impact that could occur if paleontological resources exist.</p> <p><b>Long-Term Projects</b></p> <p>The proposed long-term projects affect the same project site as the near-term projects, and, as stated above, no paleontological resources have been found on the project site; however, there are formations within the property that could be sensitive for buried paleontological resources; therefore, mitigation is required to address the potentially significant impact that could occur if paleontological resources exist.</p>	<p>sediments are being encountered. If the spot monitoring indicates that the sediments are still Holocene Alluvium, spot-monitoring can continue. If during the spot monitoring either Torrey Sandstone, the Bay Point Formation, or deeply buried Pleistocene alluvial sediments are encountered, monitoring shall begin on a full-time basis, in those areas, for paleontological resources. In addition, the consultant shall provide on-call services in the event that resources are discovered at shallower depths.</p> <p><b>Long-Term Projects</b></p> <p>Refer to Strategy 4.7.1.</p>	<p><b>Long-Term Projects</b></p> <p>Strategy 4.7.1 is required to address the potentially significant impact that could occur if paleontological resources are encountered in the sensitive formations identified in the locality search and to reduce potential impacts to <b>less than significant levels</b>.</p>
<p>4.7.4 Disturb any human remains, including those interred outside of formal cemeteries</p>	<p><b>Near-Term Projects</b></p> <p>No known human remains are present on site, and no facts or evidence exist to support the idea that Native Americans or people of European descent are buried on site. However, buried and undiscovered archaeological remains, including human remains, may be present below the ground surface. Therefore mitigation is required in the unlikely event that human remains are encountered during project grading.</p>	<p><b>Near-Term Projects</b></p> <p><b>Mitigation Measure 4.7.3:</b> In the event of the accidental discovery or recognition of any human remains in any location other than a dedicated cemetery, the following steps shall be taken:</p> <ol style="list-style-type: none"> <li>a. There shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until the San Diego County Coroner is contacted to determine whether the remains are prehistoric and that no investigation of the cause of death is required. If the coroner determines the remains to be Native American, then the coroner shall contact the Native American Heritage Commission (NAHC) within 24 hours, and the NAHC shall identify the person or persons it believes to be the Most Likely Descendant (MLD) from the deceased Native American. The MLD may make recommendations to the landowner or the person responsible for the excavation work for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in Public Resources Code (PRC)</li> </ol>	<p><b>Near-Term Projects</b></p> <p>Implementation of Mitigation Measure 4.7.3 would reduce potential project impacts related to discovery of human remains to a <b>less than significant level</b>.</p>

**Table 1.B: Summary of Project Environmental Impacts, Mitigation Measures, and Residual Impacts**

Threshold of Significance	Impacts	Mitigation Measures	Level of Significance after Mitigation
	<p><b>Long-Term Projects</b></p> <p>No known human remains are present on site, and no facts or evidence exist to support the idea that Native Americans or people of European descent are buried on site. The proposed long-term projects affect the same project site as the near-term projects, and as mentioned above, buried and undiscovered archaeological remains, including human remains, may be present below the ground surface, therefore mitigation is required.</p>	<p>Section 5097.98, or</p> <p>b. Where the following conditions occur, the landowner or his/her authorized representative shall rebury the Native American human remains and associated grave goods with appropriate dignity either in accordance with the recommendations of the MLD or on the property in a location not subject to further subsurface disturbance:</p> <ul style="list-style-type: none"> <li>i. The NAHC is unable to identify an MLD, or the MLD failed to make a recommendation within 48 hours after being notified by the commission.</li> <li>ii. The identified MLD fails to make a recommendation.</li> <li>iii. The landowner or his/her authorized representative rejects the recommendation of the MLD, and mediation by the NAHC fails to provide measures acceptable to the landowner.</li> </ul> <p><b>Long-Term Projects</b></p> <p>Refer to Strategy 4.7.1.</p>	<p><b>Long-Term Projects</b></p> <p>Strategy 4.7.1 will be required of the long-term projects to provide the standard procedures to reduce the impact to a <b>less than significant level</b>.</p>
Cumulative Cultural and Paleontological Resources	<p>The proposed project will not impact any known archaeological, historical, or paleontological resources on the project site. In addition, the possibility of discovering unknown archaeological or paleontological resources on the project site cannot be ruled out. Therefore, in conjunction with other past, present, or reasonably foreseeable future projects, the proposed project has the potential to result in a cumulative impact due to the loss of undiscovered archaeological and paleontological resources during grading and construction activities.</p>	<p>Refer to Mitigation Measures 4.7.1 through 4.7.3.</p>	<p>With implementation of Mitigation Measures 4.7.1 through 4.7.3, the proposed project's incremental contribution to impacts to unknown archaeological and paleontological resources will be <b>reduced to below a level of significance</b>.</p>

**Table 1.B: Summary of Project Environmental Impacts, Mitigation Measures, and Residual Impacts**

Threshold of Significance	Impacts	Mitigation Measures	Level of Significance after Mitigation
<b>4.8 GEOLOGY AND SOILS</b>			
<p>4.8.1 Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:</p> <p>a) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault,</p>	<p><b>Near-Term Projects</b></p> <p>The project site is subject to strong ground motion resulting from earthquakes on nearby faults. There are, however, no known active or potentially active faults or fault traces crossing the site. Therefore, the project site is not located within a currently designated Alquist-Priolo Earthquake Fault Zone. The proposed near-term projects would not result in a significant environmental impact related to rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map</p> <p><b>Long-Term Projects</b></p> <p>The proposed long-term projects affect the same project site as the near-term projects. As stated above, there are no known active or potentially active faults or fault traces crossing the site. Therefore, the proposed long-term projects included in the Master Plan would not result in significant impacts related to ground surface rupture.</p>	<p><b>Near-Term Projects</b></p> <p>No mitigation is required.</p> <p><b>Long-Term Projects</b></p> <p>No mitigation is required.</p>	<p><b>Near-Term Projects</b></p> <p>Less than significant.</p> <p><b>Long-Term Projects</b></p> <p>Less than significant.</p>
<p>b) Strong seismic ground shaking</p>	<p><b>Near-Term Projects</b></p> <p>Ground shaking generated by the fault movement is considered a potentially significant impact that may potentially affect the structures and other improvements associated with the proposed project. All applicable guidelines, including compliance with the CBC, accepted industry standards, and other regional and local regulations that address seismic hazards, will be incorporated into project design and would reduce potentially significant seismic-related hazards to less-than-significant levels.</p>	<p><b>Near-Term Projects</b></p> <p><b>Mitigation Measure 4.8.1:</b> Appropriate seismic design provisions shall be implemented with project design and construction in accordance with governing building codes. Unless superseded by other regulatory provisions or standards, seismic design criteria shall be developed on the basis of the requirements of the current California Building Code (CBC) and reviewed and approved by the California Construction Authority (CCA) prior to issuance of any notice to proceed for construction activities. The following CBC design parameters are based on the 2001 edition of the CBC (Table 16 I-U). These parameters are considered applicable for the seismic design evaluation of proposed structures pending any more recent updates of the CBC, or unless more site-specific design values are required by the project structural engineer (e.g., response spectra or site period).</p>	<p><b>Near-Term Projects</b></p> <p>Compliance with standard state building requirements, Mitigation Measure 4.8.1, and Mitigation Measure 4.8.4, pertaining to seismic design standards and the recommendations of the project geotechnical reports (including site preparation, processing of fill areas, method of compaction, and pavement), would reduce these impacts to levels considered <b>less than significant</b>.</p>

**Table 1.B: Summary of Project Environmental Impacts, Mitigation Measures, and Residual Impacts**

Threshold of Significance	Impacts	Mitigation Measures	Level of Significance after Mitigation
	<p><b>Long-Term Projects</b></p> <p>The project site is the same for both the long-term and near-term projects; therefore, the exposure to seismic ground shaking is the same for both. The proposed long-term projects would result in a significant impact related to seismic ground shaking.</p>	<p><b>Project Site Seismic Design Parameters</b>                      Seismic Zone Factor Z: 0.4                      Soil Profile Type: S<sub>D</sub>                      Design Fault: Rose Canyon                      Fault Distance: 2.5 mi</p> <p>Prior to issuance of a notice to proceed for any construction activities, the 22nd District Agricultural Association (DAA) will confirm that the CCA Official (or designee) reviews and approves final design plans to ensure that all structures are designed to resist earthquake forces as defined by the CBC for a Seismic Zone 4.</p> <p><b>Mitigation Measure 4.8.4:</b> The construction manager for the California Construction Authority (CCA) shall ensure and confirm to the 22nd District Agricultural Association (DAA) that all grading operations and construction are conducted in conformance with the recommendations included in the geotechnical reports for the proposed project site titled <i>Limited Geotechnical Evaluation Del Mar Fairgrounds Master Plan, Del Mar, California</i> (Ninyo &amp; Moore, September 2006) <i>Limited Geotechnical Evaluation Hotel and Exhibit Hall at Del Mar Fairgrounds, Del Mar California</i> (Ninyo &amp; Moore, May 2007) and the <i>Report of Preliminary Geotechnical Investigation Proposed Parking Lot and Event Area Del Mar Fairgrounds</i>, prepared by Christian Wheeler Engineering, March 2008), (included in Appendix G of this Environmental Impact Report [EIR]).</p> <p><b>Long-Term Projects</b></p> <p><b>Strategy 4.8.1:</b> The 22nd District Agricultural Association (DAA) shall prepare and implement the recommendations of project-specific geotechnical investigations when the California Construction Authority (CCA), the project engineer and/or the project geologist determine additional information is needed for the preparation of project-specific construction drawings.</p>	<p><b>Long-Term Projects</b></p> <p>Compliance with state building codes and implementation of Mitigation Strategy 4.8.1 would reduce this impact <b>below a level of significance.</b></p>

**Table 1.B: Summary of Project Environmental Impacts, Mitigation Measures, and Residual Impacts**

Threshold of Significance	Impacts	Mitigation Measures	Level of Significance after Mitigation
<p>c) Seismic-related ground failure, including liquefaction, or</p>	<p><b>Near-Term Projects</b></p> <p>Based on the relatively shallow groundwater table and the loose nature of the alluvial materials underlying the site, the potential for liquefaction at the project site is medium to high; therefore mitigation is required.</p> <p><b>Long-Term Projects</b></p> <p>The proposed long-term projects affect the same project site as the near-term projects and would experience the same exposure to seismic related ground failure including liquefaction. As with the near-term projects discussed above, the proposed near-term projects, including the construction of a multi-level parking</p>	<p><b>Near-Term Projects</b></p> <p><b>Mitigation Measure 4.8.2:</b> The 22nd District Agricultural Association (DAA) shall ensure that remedial treatment is provided for any of the existing fills and/or underlying alluvium that are comprised of loose sandy soils that may become saturated in the future and are also intended for support of planned structures, slopes, and associated improvements. In general, foundation soils that are within a 1:1 (45-degree) downward projection from the perimeter of proposed structures, slopes, and associated improvements shall be considered as supporting these improvements. Remedial treatment of highly compressible soil and/or undocumented/unengineered fill that is intended for the support of planned improvements shall be performed, as required by the Project Geotechnical Consultant. Removal of these unsuitable soils and replacement with granular compacted fill is considered the most straightforward method of remedial treatment. Alternative remediation measures, such as in-situ densification and/or installation of deep foundations, may be used in areas of the site where existing constraints make removal and compaction cost-prohibitive or difficult due to property line constraints. Site-specific final design evaluation and grading plan review shall be performed by the project geotechnical consultant, including assessment of possible remedial alternatives prior to the start of grading construction. Design and grading construction shall be performed in accordance with the requirements of the California Building Code (CBC) applicable at the time of grading and the recommendations of the project geotechnical consultant as summarized in a final written report, subject to review and approval by the California Construction Authority (CCA) prior to issuance of any notice to proceed.</p> <p><b>Long-Term Projects</b></p> <p>Refer to Mitigation Measure 4.8.2 and Mitigation Strategy 4.8.1</p> <p><b>Strategy 4.8.2:</b> The 22nd District Agricultural Association (DAA) shall ensure implementation of measures to reduce geotechnical and seismic impacts,</p>	<p><b>Near-Term Projects</b></p> <p>Implementation of Mitigation Measure 4.8.2, which requires remedial treatment of existing fills and/or alluvium, would reduce the potential for liquefaction to a <b>less than significant level</b>.</p> <p><b>Long-Term Projects</b></p> <p>Implementation of Mitigation Measure 4.8.2 and Mitigation Strategy 4.8.1 and 4.8.2 would reduce the potential for liquefaction to a <b>less than significant level</b>.</p>

**Table 1.B: Summary of Project Environmental Impacts, Mitigation Measures, and Residual Impacts**

Threshold of Significance	Impacts	Mitigation Measures	Level of Significance after Mitigation
	<p>structure, would result in a significant impact related to liquefaction. Site-specific final design evaluation and grading plan review shall be performed by the project geotechnical consultant, including assessment of possible remedial alternatives prior to the start of grading or construction for any of the long-term projects, including the seasonal train platform, multilevel parking structure, and truck tunnel under the existing Racetrack.</p>	<p>including but not limited to implementation of Mitigation Measures 4.8.1 through 4.8.5, described above.</p>	
<p>d) Landslides</p>	<p><b>Near-Term Projects</b></p> <p>No existing landslides or indications of deep-seated landslides are present on the property. Therefore, the potential for future slope instability would be limited to proposed cut-and-fill slopes that would be manufactured as part of the proposed grading process and areas of slope near the Solana Gate Entrance that would be affected during project construction. Remedial grading required for removal and recompaction of existing fills and potentially compressible soils would produce temporary construction slopes in some areas. Therefore the potential impacts associated with slope instability are potentially significant and mitigation is required.</p> <p><b>Long-Term Projects</b></p> <p>The proposed long-term projects affect the same project site as the near-term projects and, as stated above, there are no existing landslides or indications of deep-seated landslides on the property. As with the proposed near-term projects, the long-term projects would result in a significant impact related to future slope stability and landslides during the construction process when temporary cut-and-fill slopes are manufactured and mitigation is required.</p>	<p><b>Near-Term Projects</b></p> <p><b>Mitigation Measure 4.8.3:</b> The 22nd District Agricultural Association (DAA) shall provide detailed geotechnical investigation reports for the Rough Grading Plan to the California Construction Authority (CCA) with engineered grading plans to further evaluate faults, subsidence, slope stability, landslides, surficial failures, settlement, foundations, grading constraints, liquefaction potential, issues related to shallow groundwater, and other soil engineering design conditions, and to provide site-specific recommendations to mitigate these issues/hazards. The geotechnical reports shall be prepared and signed/stamped by a Registered Civil Engineer specializing in geotechnical engineering and a Certified Engineering Geologist. Geotechnical rough-grading plan review reports shall be prepared in accordance with the requirements of the California Building Code (CBC) applicable at the time of grading and the recommendations of the project geotechnical consultant as summarized in a final written report, subject to review by the CCA prior to issuance of any notice to proceed.</p> <p><b>Long-Term Projects</b></p> <p>Refer to Mitigation Strategies 4.8.1 and 4.8.2.</p>	<p><b>Near-Term Projects</b></p> <p>Implementation of Mitigation Measure 4.8.3 will reduce potential impacts associated with slope instability to a level considered <b>less than significant</b>.</p> <p><b>Long-Term Projects</b></p> <p>Mitigation Strategies 4.8.1 and 4.8.2 would reduce potential impacts related to future slope stability and landslides during the construction process when temporary cut-and-fill slopes are manufactured to <b>below a level of significance</b>.</p>

**Table 1.B: Summary of Project Environmental Impacts, Mitigation Measures, and Residual Impacts**

Threshold of Significance	Impacts	Mitigation Measures	Level of Significance after Mitigation
<p>4.8.2 Result in substantial soil erosion or loss of topsoil</p>	<p><b>Near-Term Projects</b></p> <p>During construction activities of the near-term projects, soil would be exposed, and there would be an increased potential for soil erosion compared to existing conditions. Additionally, during a storm event, soil erosion could occur at an accelerated rate. The increased erosion potential could result in short-term water quality impacts, as identified in Section 4.11, Hydrology and Water Quality, therefore mitigation is required.</p> <p>The 2008 Master Plan projects would result in a slight alteration of existing on-site drainage patterns due to changes in imperviousness and new area drainage systems that would connect to the existing storm drain lines. However, the larger drainage areas would remain essentially the same for the entire project site, and runoff would continue to drain generally from northeast to southwest for the Fairgrounds west of Jimmy Durante Boulevard and north to south for the area east of Jimmy Durante Boulevard, discharging at the existing major discharge points.</p> <p>Potential erosion impacts are considered less than significant through implementation of the erosion control BMPs described in Section 4.11, Hydrology and Water Quality, and Mitigation Measure 4.11.1.</p> <p><b>Long-Term Projects</b></p> <p>The proposed long-term projects affect the same project site as the near-term projects and the proposed long-term projects would result in the same potential impacts related to soil erosion and loss of topsoil. Proposed long-term projects, including construction of a multilevel parking structure, improved stables and living quarters, a new truck tunnel under the Racetrack, and a seasonal train platform, would result in a less than significant impact related to erosion and loss of topsoil.</p>	<p><b>Near-Term Projects</b></p> <p>Refer to Mitigation Measure 4.11.1.</p> <p><b>Long-Term Projects</b></p> <p>No additional mitigation is required.</p>	<p><b>Near-Term Projects</b></p> <p>Implementation of Mitigation Measure 4.11.1 would reduce erosion impacts during construction to <b>below a level of significance</b>.</p> <p>Potential erosion impacts are considered <b>less than significant</b> through implementation of the erosion control BMPs described in Section 4.11, Hydrology and Water Quality, and Mitigation Measure 4.11.1.</p> <p><b>Long-Term Projects</b></p> <p>Less than significant.</p>
<p>4.8.3 Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse</p>	<p><b>Near-Term Projects</b></p> <p><b>Slope Stability.</b> No existing landslides or indications of deep-seated landslides are present on the property. Therefore, the potential for future slope instability would be limited to proposed cut-and-fill slopes that would be manufactured as part of the proposed grading. Remedial grading required for removal and recompaction of</p>	<p><b>Near-Term Projects</b></p> <p>Refer to Mitigation Measures 4.8.3 and 4.8.4.</p> <p><b>Mitigation Measures 4.8.5:</b> The 22nd District Agricultural Association (DAA) shall ensure that additional site testing and final design evaluation regarding the possible presence of significant volumes</p>	<p><b>Near-Term Projects</b></p> <p>The potential impacts associated with slope instability can be reduced to a level considered <b>less than significant</b> with implementation of Mitigation Measure 4.8.3</p> <p>Adherence to Mitigation Measures 4.8.5 would reduce</p>

**Table 1.B: Summary of Project Environmental Impacts, Mitigation Measures, and Residual Impacts**

Threshold of Significance	Impacts	Mitigation Measures	Level of Significance after Mitigation
	<p>existing fills and potentially compressible soils would produce temporary construction slopes in some areas. The potential impacts associated with slope instability are potentially significant and require mitigation.</p> <p><b>Corrosive Soil.</b> Due to the proximity of the project site to the marine environment, the on-site soils may be classified as corrosive. Potential methods of combating corrosive soils include the use of corrosion-resistant materials, materials treated with a protective coating, or placing utilities in sandy fill materials or appropriately treated clayey fill materials. Therefore, impacts from soils that are corrosive are potentially significant and mitigation is required.</p> <p><b>Settlement Potential.</b> The project site is underlain by alluvial fill. Due to the relatively shallow groundwater table and the loose nature of the alluvial materials underlying the site, the potential for settlement at the project site is medium to high; therefore mitigation is required. The Limited Geotechnical Investigation contained in Appendix G of this EIR contains specific construction recommendations to reduce project impacts associated with settlement to a less than significant level, including the use of mat-type foundation and pile foundations, and the removal of unsuitable soils.</p> <p><b>Subsidence.</b> The project does not have an oil or water pump on site and has not been used for the extraction of either resource. Dewatering associated with construction of the near-term projects would not be of a magnitude that would affect ground surfaces. Subsidence is therefore not considered a potential constraint or a potentially significant impact of the project.</p> <p><b>Long-Term Projects</b></p> <p>The proposed long-term projects affect the same project site as the near-term projects and would experience the same potential exposure to unstable geologic conditions. As with the near-term projects, the proposed long-term projects would result in a potentially significant impact related to slope stability, corrosive soils, and settlement, therefore mitigation is required.</p>	<p>of corrosive soils on site is performed by the project geotechnical consultant to refine and enhance the preliminary recommendations. Grading plan review shall also be performed by the project geotechnical consultant prior to the start of grading to verify that the recommendations developed during the geotechnical design evaluation have been appropriately incorporated into the project plans. Final design and recommendations regarding corrosive soils shall be based on testing and analyses of the near-surface soils following completion of grading. Design and grading construction shall be performed in accordance with the requirements of the California Building Code (CBC) applicable at the time of grading, appropriate local grading regulations, and recommendations of the project geotechnical consultant as summarized in a final report, subject to review and verification by the California Construction Authority (CCA) prior to commencement of any grading activity. On-site inspection during grading shall be conducted by the project geotechnical consultant to ensure compliance with geotechnical specifications as incorporated into project plans.</p> <p><b>Long-Term Projects</b></p> <p>Refer to Mitigation Strategies 4.8.1 and 4.8.2</p>	<p>project impacts related to soils that are corrosive to a <b>less than significant level.</b></p> <p>Adherence to Mitigation Measure 4.8.4 would reduce project impacts related to dynamic settlement to a <b>less than significant level.</b></p> <p><b>Long-Term Projects</b></p> <p>Implementation of Mitigation Strategies 4.8.1 and 4.8.2 would reduce these potential impacts to <b>below a level of significance</b></p>

**Table 1.B: Summary of Project Environmental Impacts, Mitigation Measures, and Residual Impacts**

Threshold of Significance	Impacts	Mitigation Measures	Level of Significance after Mitigation
<p>4.8.4 Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property</p>	<p><b>Near-Term Projects</b></p> <p>The site is underlain by shallow fill soils, alluvium, and materials of the Bay Point Formation, which consists of poorly consolidated lagoon and nonmarine sandstone. The fill and alluvium encountered during subsurface borings generally consisted of soft to stiff clay to silty clay and loose to dense silty sand to sandy silt. Interpretations of the CPT data suggest that materials in approximately the upper 20 ft generally consist of soft, fine-grained material. Dense to very dense, fine-grained sand and silty sand alluvium was encountered beneath the silt to the depths of approximately 55 to 66.5 ft.</p> <p>The possibility of foundation instability associated with expansive soils on the project site cannot be ruled out on the basis of the available test data, and is, therefore, considered a potentially significant impact and mitigation is required.</p> <p><b>Long-Term Projects</b></p> <p>The proposed long-term projects affect the same project site as the near-term projects and would experience the same potential exposure to expansive soil. As with the proposed near-term projects, the proposed long-term projects would result in a potentially significant impact related to expansive soils.</p>	<p><b>Near-Term Projects</b></p> <p>Refer to Mitigation Measures 4.8.3 and 4.8.4.</p> <p><b>Long-Term Projects</b></p> <p>Refer to Mitigation Strategies 4.8.1 and 4.8.2</p>	<p><b>Near-Term Projects</b></p> <p>Implementation of Mitigation Measures 4.8.3 and 4.8.4 would provide engineered soil conditions below project structures so as to reduce the potential impact from expansive soils to a <b>less than significant level</b>.</p> <p><b>Long-Term Projects</b></p> <p>Implementation of Mitigation Strategies 4.8.1 and 4.8.2 would reduce this potential impact to <b>below a level of significance</b>.</p>
<p>4.8.5 Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water</p>	<p><b>Near-Term Projects</b></p> <p>The proposed near-term projects would utilize the existing sewer system, and no on-site sewage disposal systems or septic tanks are planned. The 22nd DAA will implement on-site infrastructure to ensure compliance with the sewer MOU, as required in Mitigation Measure 4.12.4. Septic tanks are not a consideration. A self-contained holding tank may be constructed in conjunction with the hotel. There is, therefore, no significant impact with regard to utilization of on-site sewage disposal systems and no additional mitigation is required.</p> <p><b>Long-Term Projects</b></p> <p>The proposed long-term projects would utilize the existing sewer system, and no on-site sewage disposal</p>	<p><b>Near-Term Projects</b></p> <p>Refer to Mitigation Measure 4.12.4.</p> <p><b>Long-Term Projects</b></p> <p>No mitigation is required.</p>	<p><b>Near-Term Projects</b></p> <p><b>Less than significant.</b></p> <p><b>Long-Term Projects</b></p> <p><b>No impact.</b></p>

**Table 1.B: Summary of Project Environmental Impacts, Mitigation Measures, and Residual Impacts**

Threshold of Significance	Impacts	Mitigation Measures	Level of Significance after Mitigation
	<p>systems or septic tanks are planned. There is, therefore, no impact with regard to utilization of on-site sewage disposal systems.</p>		
<p>Cumulative Geology and Soils Impacts</p>	<p>For geology and soils, the study area considered for the cumulative impact of other projects consisted of: (1) the area that could be affected by proposed project activities; and (2) the areas affected by other projects whose activities could directly or indirectly affect the geology and soils of the proposed project site. The analysis above indicated no rare or special geological features or soil types on the project site that would be affected by or cause project activities to have an effect on other sites. The analysis also indicated that there are no other known activities caused by other projects that would affect the geology and soils of this site.</p> <p>In addition, the proposed project would be required to comply with the applicable State requirements, and all other foreseeable projects would be required to comply with the applicable State and local requirements designed to protect inhabitants of new construction from seismic and soils hazards, including, but not limited to, the CBC. Therefore, the project-specific impacts, as well as those combined with the impacts associated with other projects, would be reduced to a less than significant level. Seismic impacts are a regional issue and are also addressed through compliance with applicable codes and design standards. For these reasons, the project's incremental contribution to cumulative geotechnical and soil impacts is less than significant.</p>	<p>No mitigation is required.</p>	<p><b>Less than significant.</b></p>
<p><b>4.9 HAZARDS AND HAZARDOUS MATERIALS</b></p>			
<p>4.9.1 Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.</p>	<p><b>Near-Term Projects</b></p> <p>Project construction includes demolition of several existing structures to allow for new development. The presence of ACMs, LBPs, and PCB- and mercury-containing fixtures cannot be ruled out, and should any of these materials or other hazardous materials be discovered prior to the demolition of the existing structures, precautions would be necessary to ensure that the materials are properly removed and that workers and</p>	<p><b>Near-Term Projects</b></p> <p><b>Mitigation Measure 4.9.1:</b> Prior to the issuance of any demolition permits, predemolition surveys for asbestos-containing materials (ACMs) and lead-based paints (LBPs) (including sampling and analysis of all suspected building materials) and inspections for polychlorinated biphenyls (PCB) and mercury-containing electrical fixtures shall be performed. All inspections, surveys, and analyses shall be performed by appropriately</p>	<p><b>Near-Term Projects</b></p> <p>Mitigation Measures 4.9.1 through 4.9.5 will reduce potentially significant hazardous substances impacts associated with demolition, grading, excavation, and construction of the project to <b>less than significant levels.</b></p>

**Table 1.B: Summary of Project Environmental Impacts, Mitigation Measures, and Residual Impacts**

Threshold of Significance	Impacts	Mitigation Measures	Level of Significance after Mitigation
	<p>sensitive receptors are protected from hazardous contaminants. Therefore, mitigation is required to ensure predemolition surveys are performed.</p> <p>Several unauthorized releases have occurred on the project site. Although these release cases have been granted closure, residual contamination exists in both areas where former underground storage tanks (USTs) were located. In addition, hazardous materials, hazardous wastes, clarifiers, possible hydraulic lifts with belowground reservoirs, aboveground storage tanks (ASTs), and former USTs not associated with a release have been identified on the project site. In addition, two one adjacent properties isare also of environmental concern for the 22nd DAA. The ARCO station at 660 Via de la Valle has experienced a release, and MTBE has impacted soil and groundwater at the northeastern corner of the Fairgrounds. As a result of these releases, the proposed project site is listed on the RCRA-Gen, RCRA NLR, the California EPA Spills-1990, DEH Permits, Registered Underground Storage Tanks, and LUST databases. Therefore mitigation is required to perform soil characterization in the vicinity of the known releases on the proposed project site and to develop a Site and Community Health and Safety Plan.</p> <p>Caution would also be required during excavation activities near areas known to contain former USTs or the existing clarifiers because of the potential to encounter undocumented releases of contaminants. Because the presence of undocumented releases cannot be ruled out, this is considered a potentially significant impact of the proposed project and mitigation is required to develop a contingency plan to address contractor procedures in the event that .</p> <p>The proposed fire station site is not currently in public ownership. Prior to acquisition, a Phase I Environmental Site Assessment (ESA) will be prepared as required by Mitigation Measure 4.9.5 to further characterize the past uses of the site and to identify whether any subsequent testing and remedial actions are warranted. The existing operation on the proposed fire station site is a hair salon that is assumed to contain related chemicals (e.g., hair dyes, permanent solutions). The hair salon will be closed or relocated and the building demolished as part of the</p>	<p>licensed and qualified individuals in accordance with applicable regulations (i.e., American Society for Testing and Materials (ASTM) E 1527-05, and 40 Code of Federal Regulations [CFR], Subchapter R, Toxic Substances Control Act [TSCA], Part 716). If the predemolition surveys do not find ACMs, LBP, or PCB-containing electrical fixtures, the 22nd District Agricultural Association (DAA) shall provide documentation of the inspection and its results to the County of San Diego Department of Environmental Health (DEH) to confirm that no further abatement actions are required. If the predemolition surveys find evidence of ACMs, LBP, or PCB- and mercury-containing electrical fixtures, all such materials shall be removed, handled, and properly disposed of by appropriately licensed contractors according to all applicable regulations during demolition of structures (40 CFR, Subchapter R, TSCA, Parts 745, 761, and 763). Air monitoring shall be completed by appropriately licensed and qualified individuals in accordance with applicable regulations both to ensure adherence to applicable regulations (e.g., San Diego Air Pollution Control District [SDAPCD]) and to provide safety to workers and the adjacent community. The 22nd DAA shall provide documentation (e.g., all required waste manifests, sampling, and air monitoring analytical results) to the DEH showing that abatement of any ACMs, LBP, or PCB- and mercury-containing electrical fixtures identified in these structures has been completed in full compliance with all applicable regulations and approved by the appropriate regulatory agency(ies) (40 CFR, Subchapter R, TSCA, Parts 716, 745, 761, 763, and 795, and CCR Title 8, Article 2.6). An Operating and Maintenance (O&amp;M) Plan shall be prepared for any ACM, LBP, or PCB- and mercury-containing fixtures to remain in place and will be reviewed and approved by DEH.</p> <p><b>Mitigation Measure 4.9.2:</b> The 22nd District Agricultural Association (DAA) shall perform a complete soil characterization in the vicinity of the known releases on the proposed project site (e.g., 22nd DAA Maintenance Area, the Del Mar Thoroughbred Club maintenance area, northeast corner of the Fairgrounds affected by the release at ARCO, 660 Via de la Valle) prior to the start of construction in those</p>	

**Table 1.B: Summary of Project Environmental Impacts, Mitigation Measures, and Residual Impacts**

Threshold of Significance	Impacts	Mitigation Measures	Level of Significance after Mitigation
	<p>proposed project.</p> <p>Project operation would involve the use of potentially hazardous materials (e.g., solvents, cleaning agents, paints, pesticides, or diesel and petroleum fuels) typical of hotel and Fairgrounds facilities. These products are generally used in small amounts and any spills that may occur are cleaned up as soon as they occur. Proper routine use of these products that, when used correctly, would not result in a significant hazard to residents or workers in the vicinity of proposed project. The proposed project would not produce hazardous emissions or handle acutely hazardous materials, substances, or waste. Therefore, there would be no significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous waste as a result of the proposed project. In addition, the proposed project would not create a significant hazard to the public or to the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment since no acutely hazardous materials would be handled on site.</p>	<p>areas and provide an on-site, third-party monitor of these efforts. The third-party monitor shall be allowed to inspect the monitoring and testing activities on site as well as the records and test results. The purpose of the monitoring and testing activities is to determine whether the soil is considered hazardous or nonhazardous and to ensure that surface soil conditions and conditions of exposed soils are safe and acceptable for on-site workers, on-site visitors, and residents and workers of properties adjacent to the site. The third-party monitor will be responsible for preparing and submitting weekly activity reports and testing results to the County of San Diego Department of Environmental Health (DEH). Disposal of impacted soils shall also be overseen by DEH.</p> <p><b>Mitigation Measure 4.9.3:</b> Prior to issuance of any notices to proceed for demolition or grading, a Site and Community Health and Safety Plan shall be prepared by the 22nd District Agricultural Association (DAA) or the California Construction Authority (CCA) in coordination with the County of San Diego Department of Environmental Health (DEH) for all workers in accordance with federal, State, and local regulations, for use during construction. The Health and Safety Plan shall include:</p> <ul style="list-style-type: none"> <li>• A summary of all potential risks to construction workers, monitoring programs, maximum exposure limits for all site chemicals, and emergency procedures</li> <li>• The identification of a site health and safety officer</li> <li>• Methods of contact, phone number, office location, and responsibilities of the site health and safety officer</li> <li>• Specification that the site health and safety officer be contacted immediately by the contractor should any potentially toxic chemical be detected above the exposure limits, or if evidence of soil contamination is encountered during site preparation and construction</li> <li>• Specification that DEH is to be notified if evidence</li> </ul>	

**Table 1.B: Summary of Project Environmental Impacts, Mitigation Measures, and Residual Impacts**

Threshold of Significance	Impacts	Mitigation Measures	Level of Significance after Mitigation
		<p>of soil contamination is encountered</p> <ul style="list-style-type: none"> <li>• Specification that an on-site monitor will be present to perform monitoring and/or soil and air sampling during grading, trenching, or cut or fill operations</li> </ul> <p>The Health and Safety Plan is to be approved by DEH and provided to all contractors on the project site. The Health and Safety Plan is required to be amended as needed if different site conditions are encountered by the site health and safety officer.</p> <p><b>Mitigation Measure 4.9.4:</b> Prior to issuance of a notice to proceed with demolition, the California Construction Authority (CCA) shall review and approve a contingency plan that addresses the potential to encounter on-site unknown hazards or hazardous substances during construction activities. The plan shall indicate that if construction workers encounter underground tanks, gases, odors, uncontained spills, or other unidentified substances, the contractor shall stop work, cordon off the affected area, and notify the County of San Diego Department of Environmental Health (DEH). The DEH responder shall determine the next steps regarding possible site evacuation, sampling, and disposal of the substance consistent with local, State, and federal regulations</p> <p><b>Mitigation Measure 4.9.5:</b> Prior to acquisition, the 22nd District Agricultural Association (DAA) shall prepare a Phase I Environmental Site Assessment (ESA) for the proposed fire station site. The Phase I ESA shall be prepared in compliance with the requirements of American Society for Testing and Materials (ASTM) E1527-05 Standard Practice for Environmental Site Assessments or the most current standards at the time the assessment process is undertaken. Follow-up recommendations identified in the Phase I ESA, if any, will be conducted prior to site acquisition and redevelopment. In the event contamination is suspected, additional testing shall be conducted to determine the existence, type, and extent of any on-site contamination. Once testing is complete, appropriate remediation shall occur in consultation with the appropriate health and safety agency (e.g., Department of Environmental Health [DEH], California Department of Toxic</p>	

**Table 1.B: Summary of Project Environmental Impacts, Mitigation Measures, and Residual Impacts**

Threshold of Significance	Impacts	Mitigation Measures	Level of Significance after Mitigation
	<p><b>Long-Term Projects</b></p> <p>The proposed long-term projects affect the same project site as the near-term projects specifically the Fairgrounds site. The long-term, projects include the seasonal train platform, the parking structure, improvements to the Backstretch Area, a new horseman’s village, vehicle wash rack, and construction of a new truck tunnel under the race track. Construction of these projects could involve the same kinds of routine hazardous materials as would construction of the near-term projects, including fuels, paints, and solvents. Operation of the long term projects could involve the same kinds of hazardous materials as operation of the near term projects (e.g., solvents, cleaning agents, paints, pesticides, and/or fuels) and the proposed long-term projects would result in the same potential impacts related to the transport, use, disposal, or release of hazardous materials into the environment as the near term projects. Proposed long-term projects, including construction of a multilevel parking structure and a seasonal train platform, could result in potential significant impacts.</p>	<p>Substance Control [DTSC]). Construction of the proposed fire station shall not commence until Phase I is complete and any remediation activities, if necessary, are closed by the oversight agency.</p> <p><b>Long-Term Projects</b></p> <p><b>Strategy 4.9.1:</b> The 22nd District Agricultural Association (DAA) shall ensure implementation of measures to reduce hazards and hazardous materials impacts, including but not limited to implementation of Mitigation Measures 4.9.1–4.9.7, described above.</p>	<p><b>Long-Term Projects</b></p> <p>Strategy 4.9.1 will reduce potentially significant hazardous substances impacts associated with demolition, grading, excavation, and construction of the project to <b>less than significant levels.</b></p>
<p>4.9.2 Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.</p>	<p><b>Near-Term Projects</b></p> <p>Refer to the discussion above for Threshold 4.9.1.</p> <p><b>Long-Term Projects</b></p> <p>Refer to the discussion above for Threshold 4.9.1.</p>	<p><b>Near-Term Projects</b></p> <p>See Mitigation Measures 4.9.1 through 4.9.5.</p> <p><b>Long-Term Projects</b></p> <p>See Strategy 4.9.1.</p>	<p><b>Near-Term Projects</b></p> <p><b>Less than significant.</b></p> <p><b>Long-Term Projects</b></p> <p><b>Less than significant.</b></p>
<p>4.9.3 Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.</p>	<p><b>Near-Term Projects</b></p> <p>The St. James Academy, a private school located in Solana Beach, is located within 0.25 mile of the proposed project site and approximately 0.98 mile from the proposed fire station site. In addition, there are several schools located just over 1 mile north of the project site and the proposed fire station relocation. These schools include Earl Warren Middle School (San</p>	<p><b>Near-Term Projects</b></p> <p>No mitigation is required</p>	<p><b>Near-Term Projects</b></p> <p><b>No impact.</b></p>

**Table 1.B: Summary of Project Environmental Impacts, Mitigation Measures, and Residual Impacts**

Threshold of Significance	Impacts	Mitigation Measures	Level of Significance after Mitigation
	<p>Dieguito Union School District), Santa Fe Christian School (private), and Santa Fe Montessori School (private). As previously stated, the proposed project would involve the use of potentially hazardous materials (e.g., solvents, cleaning agents, paints, pesticides, and diesel and petroleum fuels) typical of Fairgrounds facilities. These products are generally used in small amounts and any spills that may occur are cleaned up as soon as they occur. Proper routine use of these products that, when used correctly, would not result in a significant hazard to residents or workers in the vicinity of proposed project. The proposed project would not produce hazardous emissions or handle acutely hazardous materials, substances, or waste. Therefore, the proposed project would not result in a significant impact associated with hazardous emissions or the handling of hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school.</p> <p><b>Long-Term Projects</b></p> <p>The proposed long-term projects affect the same project site as the near-term projects. As stated above, the St. James Academy, a private school located in Solana Beach, is located within 0.25 mile of the proposed project site. As with the near-term projects, the proposed long-term projects would not result in a significant impact associated with hazardous emissions or the handling of hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school.</p>	<p><b>Long-Term Projects</b></p> <p>No mitigation is required</p>	<p><b>Long-Term Projects</b></p> <p><b>No impact.</b></p>
<p>4.9.4 Be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, create a significant hazard to the public or the environment.</p>	<p><b>Near-Term Projects</b></p> <p>Refer to the discussion above for Threshold 4.9.1.</p> <p><b>Long-Term Projects</b></p> <p>Refer to the discussion above for Threshold 4.9.1.</p>	<p><b>Near-Term Projects</b></p> <p>See Mitigation Measures 4.9.1 through 4.9.5.</p> <p><b>Long-Term Projects</b></p> <p>See Strategy 4.9.1.</p>	<p><b>Near-Term Projects</b></p> <p><b>Less than significant.</b></p> <p><b>Long-Term Projects</b></p> <p><b>Less than significant.</b></p>
<p>4.9.5 For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, the project would result in a safety hazard for people residing or working in a project area.</p>	<p><b>Near-Term Projects</b></p> <p>Marine Corps Air Station (MCAS) Miramar is located approximately 7 miles from the proposed project site, north of Kearny Mesa and south of Mira Mesa. The adopted Airport Land Use Commission Plan (ALUCP) for MCAS Miramar identifies accident potential zones</p>	<p><b>Near-Term Projects</b></p> <p>No mitigation is required</p>	<p><b>Near-Term Projects</b></p> <p><b>No impact.</b></p>

**Table 1.B: Summary of Project Environmental Impacts, Mitigation Measures, and Residual Impacts**

Threshold of Significance	Impacts	Mitigation Measures	Level of Significance after Mitigation
	<p>(APZs). The project site is not located within the airport land use planning area not in an APZ for MCAS Miramar. The project site is approximately 12 mi from the McClellan-Palomar Airport, a County-owned public use airport located in the City of Carlsbad. The Fairgrounds is located outside the Airport Influence Area (AIA) and the Noise Impact Notification Area (NINA) for the McClellan-Palomar Airport. In addition, the proposed project site is not located in the vicinity of a private airstrip. The proposed project would not result in a safety hazard related to aviation uses.</p> <p><b>Long-Term Projects</b></p> <p>The proposed long-term projects affect the same project site as the near-term projects.</p>	<p><b>Long-Term Projects</b></p> <p>No mitigation is required</p>	<p><b>Long-Term Projects</b></p> <p><b>No impact.</b></p>
<p>4.9.6 For a project within the vicinity of a private airstrip, the project would result in a safety hazard for people residing or working in the project area.</p>	<p><b>Near-Term Projects</b></p> <p>Refer to the discussion above for Threshold 4.9.5.</p> <p><b>Long-Term Projects</b></p> <p>Refer to the discussion above for Threshold 4.9.5.</p>	<p><b>Near-Term Projects</b></p> <p>No mitigation is required</p> <p><b>Long-Term Projects</b></p> <p>No mitigation is required</p>	<p><b>Near-Term Projects</b></p> <p><b>No impact.</b></p> <p><b>Long-Term Projects</b></p> <p><b>No impact.</b></p>
<p>4.9.7 Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.</p>	<p><b>Near-Term Projects</b></p> <p>The County of San Diego has adopted a Multi-Hazard Mitigation Plan, and the 22nd DAA has established an EOP for the Fairgrounds. The proposed near-term projects would not impair or require modifications to the countywide Multi-Jurisdictional Hazard Mitigation Plan because the 22nd DAA is not a signatory to the plan and the Fairgrounds does not play a significant role in countywide emergency response planning. In the event of an emergency or disaster that required mass evacuations, the Del Mar Fairgrounds would continue to be available as a possible Evacuation Center/Shelter under the terms of the MOU expected to be signed between the County Office of Emergency Services (OES) and the 22nd DAA in 2009.</p> <p>The adopted 22nd DAA EOP would be applicable to any additional structures constructed on the project site as part of the Master Plan, with the exception of the proposed hotel. The 22nd DAA would be required to establish an evacuation plan for the hotel in compliance</p>	<p><b>Near-Term Projects</b></p> <p><b>Mitigation Measure 4.9.6:</b> Prior to issuance of certificates of occupancy for newly constructed buildings, the 22nd District Agricultural Association (DAA) shall review and revise the Del Mar Fairgrounds Emergency Operations Plan (EOP). The plan shall be updated to include evacuations plans for all newly constructed buildings and shall determine how to effectively utilize manpower and equipment so as to minimize loss of life and damage to property.</p> <p><b>Mitigation Measure 4.9.7:</b> Prior to relocation of the existing underground storage tank (UST), the 22nd District Agricultural Association (DAA) shall submit the existing Del Mar Fairgrounds Business Emergency Plan, Hazardous Materials Release Response Plan and Inventory to the Department of Environmental Health (DEH) for review. DEH shall determine whether additional measures/revisions are necessary based on proposed project implementation, consistent with California Health and Safety Code Section 25500, et</p>	<p><b>Near-Term Projects</b></p> <p>Implementation of Mitigation Measure 4.9.6 and Mitigation Measure 4.9.7 would reduce potential impacts to an adopted emergency response plan or emergency evacuation plan to a level <b>less than significant.</b></p>

**Table 1.B: Summary of Project Environmental Impacts, Mitigation Measures, and Residual Impacts**

Threshold of Significance	Impacts	Mitigation Measures	Level of Significance after Mitigation
	<p>with City and State fire codes prior to occupancy of the hotel. The grounds maps contained in the EOP, which are updated annually based on the setup of the San Diego County Fair, would also be updated to reflect structures constructed as part of the proposed project. Mitigation is required to ensure the EOP is updated to reflect newly construction buildings and for the 22nd to submit a Business Plan to the County Department of Health for review.</p> <p>In addition, access to, from, and on site for emergency vehicles would be reviewed and approved by the State Fire Marshall prior to project construction. All structures proposed to be developed as near-term projects, including the hotel, would be required to comply with all applicable codes and ordinances for emergency vehicle access. Compliance with required State of California fire safety standards would ensure adequate access to, from, and on site for the Del Mar Fire Department and would ensure that possible impacts of the project related to emergency response were below a level of significance.</p> <p><b>Long-Term Projects</b></p> <p>The proposed long-term projects affect the same project site as the near-term projects. The adopted 22nd DAA EOP would be applicable to any additional structures proposed as long-term projects as part of the Master Plan. The EOP would provide for the orderly evacuations of the proposed structures in the event of an emergency or disaster. In addition, all structures proposed on the project site, including the multilevel parking structure, would be constructed to meet the requirements of the State Fire Marshal, and emergency vehicle access through the existing site would be maintained. By adhering to the State of California fire safety standards, the proposed project would maintain emergency access to, from, and on site. Therefore, the proposed long-term projects would not disrupt emergency access and would not impair implementation of an adopted emergency response plan or emergency evacuation plan.</p>	<p>seq.</p> <p><b>Long-Term Projects</b></p> <p>See Strategy 4.9.1.</p>	<p><b>Long-Term Projects</b></p> <p>Implementation of Strategy 4.9.1 would reduce potential impacts to a <b>less than significant level</b> and would not disrupt emergency access and would not impair implementation of an adopted emergency response plan or emergency evacuation plan.</p>

**Table 1.B: Summary of Project Environmental Impacts, Mitigation Measures, and Residual Impacts**

Threshold of Significance	Impacts	Mitigation Measures	Level of Significance after Mitigation
<p>4.9.8 Expose people or structures to a significant risk of loss, injury, or death involving wildfires, including where wildlands are adjacent to urbanized areas or where residents are intermixed with wildlands.</p>	<p><b>Near-Term Projects</b></p> <p>Areas north, west, and southwest of the project site are developed with a variety of urban uses, including buildings and a roadway network. Areas located southeast and east of the project site (beyond I-5) are open space; these areas are considered to be High Fire Hazard Areas by the City of San Diego. The structures (e.g., hotel, exhibit halls, and maintenance buildings) proposed on the project site would be constructed to meet the requirements of the State Fire Marshal, and emergency vehicle access through the existing site would be maintained. By adhering to the State of California fire safety standards, the proposed project would not expose structures or future occupants of the facilities to a significant risk of loss, injury, or death involving wildfires.</p> <p><b>Long-Term Projects</b></p> <p>The proposed long-term projects affect the same project site as the near-term projects. As stated above, the structures proposed on the project site, including the multilevel parking structure, would be constructed to meet the requirements of the State Fire Marshal. In addition, emergency vehicle access through the existing site would be maintained. By adhering to the State of California fire safety standards, the proposed project would not expose structures or future occupants of the facilities to a significant risk of loss, injury, or death involving wildfires.</p>	<p>No mitigation is required.</p>	
<p>Cumulative Hazards and Hazardous Materials Impacts</p>	<p>The contribution of hazardous materials use and hazardous waste disposal with implementation of the project is minimal, and combined hazardous materials effects from past, present, and reasonably foreseeable projects within the Cities of Del Mar, San Diego, and Solana Beach would not be significant. As previously stated, the proposed project would involve the use of potentially hazardous materials (e.g., solvents, cleaning agents, paints, pesticides, and diesel and petroleum fuels) typical of Fairgrounds facilities and a fire station, but these products would be used in small amounts and any spills that do occur would be cleaned up when they occur. Proper and routine use of these products would</p>	<p>Refer to Mitigation Measures 4.9.1 through 4.9.7.</p>	<p>Implementation of Mitigation Measures 4.9.1 through 4.9.7 would reduce the proposed project's incremental contribution to impacts related to hazards and hazardous materials to a <b>less than significant</b> level.</p>

**Table 1.B: Summary of Project Environmental Impacts, Mitigation Measures, and Residual Impacts**

Threshold of Significance	Impacts	Mitigation Measures	Level of Significance after Mitigation
	<p>not result in a significant hazard to residents or workers in the vicinity of proposed project. The proposed project would not contribute incrementally to any potential airport proximity hazards. Furthermore, for the proposed project and all other projects in the area to be approved, each project is required to be consistent with the existing regulations related to hazards and hazardous materials. Consistency with federal, State, and local regulations prevent this and other projects from creating cumulative impacts in terms of hazards and hazardous materials.</p> <p>Impacts associated with hazardous soils, groundwater, and use of hazardous materials on site would be controlled through application of standard regulatory procedures set forth in the mitigation measures listed above and in the other cited EIR sections. There are no known projects adjacent to or in the vicinity of the project site that could be affected by on-site handling of hazardous materials or that could result in significant hazards or hazardous materials impacts on site. For the reasons outlined above, implementation of the proposed project would not result in an incremental contribution to significant cumulative impacts related to hazards and hazardous materials that are considered cumulatively considerable.</p>		
<b>4.10 POPULATION AND HOUSING</b>			
<p>4.10.1 Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)</p>	<p><b>Near-Term Projects</b></p> <p>The proposed near-term projects include a project to construct a 330-room condominium hotel, in which some hotel rooms are proposed to be owned by the 22nd DAA, and it is anticipated that some hotel rooms/suites will be owned in a condominium structure. None of the hotel rooms and suites will serve as permanent, primary, or year-round housing for owners or guests. All of the hotel rooms and suites will be limited to a maximum duration of stay to ensure that the hotel rooms and suites will be available to the public.</p> <p>Construction of the hotel and other near-term projects will not eliminate housing and will not add new permanent housing units; therefore, implementation of the hotel and other near-term projects would not substantially impact population growth by removing existing housing stock.</p>	<p><b>Near-Term Projects</b></p> <p>No mitigation is required.</p>	<p><b>Near-Term Projects</b></p> <p><b>No impact.</b></p>

**Table 1.B: Summary of Project Environmental Impacts, Mitigation Measures, and Residual Impacts**

Threshold of Significance	Impacts	Mitigation Measures	Level of Significance after Mitigation
	<p>The proposed project also includes demolition of the horsemen's/grooms' 48-room dormitory known as "Motel 6" and construction of a replacement horsemen's/grooms' dormitory housing as part of the improvements planned for the Backstretch Area. The demolition of the existing dormitory and construction of the new barns with grooms' quarters would occur between racing seasons, so that all the horses can be housed and cared for during the racing season.</p> <p>Implementation of the project will not result in a change in the total number of RV parking spaces on site.</p> <p>The proposed near-term projects include on-site Fairgrounds facilities and a replacement fire station. The proposed project does not include the extension of existing infrastructure, such as utilities or roads that could induce population growth. Therefore, the proposed near-term project would not result in a significant impact by inducing substantial population growth from the extension of infrastructure.</p> <p>The proposed project will not result in a significant impact by inducing substantial population growth from increased employment.</p> <p><b>Long-Term Projects</b></p> <p>None of the proposed long-term projects are residential; therefore, direct or indirect population growth as a result of the project is not expected.</p>	<p><b>Long-Term Projects</b></p> <p>No mitigation is required.</p>	<p><b>Long-Term Projects</b></p> <p><b>No impact.</b></p>
<p>4.10.2 Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere</p>	<p><b>Near-Term Projects</b></p> <p>The proposed project will not result in a significant impact related to existing housing or people since all existing on site temporary housing affected by the proposed project would be replaced on site. There is no existing permanent housing on the Fairgrounds or fire station sites. The near-term projects will not displace existing housing or residents.</p> <p><b>Long-Term Projects</b></p> <p>There is no existing permanent housing on the</p>	<p><b>Near-Term Projects</b></p> <p>No mitigation is required</p> <p><b>Long-Term Projects</b></p> <p>No mitigation is required</p>	<p><b>Near-Term Projects</b></p> <p><b>No impact.</b></p> <p><b>Long-Term Projects</b></p> <p><b>No impact.</b></p>

**Table 1.B: Summary of Project Environmental Impacts, Mitigation Measures, and Residual Impacts**

Threshold of Significance	Impacts	Mitigation Measures	Level of Significance after Mitigation
	<p>Fairgrounds site, and none is proposed. The proposed long-term projects (seasonal train platform, multilevel parking structure, improvements to the Backstretch Area, new Horsemen’s Village to replace the existing facility, and new truck tunnel under the Racetrack) will not displace existing or planned housing. The continued replacement of groomsmen dormitories will result in replacement in-kind of existing seasonal accommodations. Since the proposed long-term projects would not displace substantial numbers of existing housing or people, construction of replacement housing is not necessary. The long-term projects do not result in a significant impact to existing housing or people, and no mitigation is required.</p>		
<p>4.10.3 Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere</p>	<p><b>Near-Term Projects</b> Refer to the discussion above for Threshold 4.10.2.</p> <p><b>Long-Term Projects</b> Refer to the discussion above for Threshold 4.10.2.</p>	<p><b>Near-Term Projects</b> No mitigation is required</p> <p><b>Long-Term Projects</b> No mitigation is required</p>	<p><b>Near-Term Projects</b> <b>No impact.</b></p> <p><b>Long-Term Projects</b> <b>No impact.</b></p>
<p>Cumulative Population and Housing Impacts</p>	<p>The proposed near-term and long-term projects for the Del Mar Fairgrounds would promote the facility as a regional entertainment, recreational, cultural, and community asset. Even with the proposed upgrades to existing facilities and construction of new facilities to meet the needs of the region, this multiuse facility would not permanently impact the City of Del Mar or the City of San Diego significantly. While the proposed changes to the Del Mar Fairgrounds could attract more people, employment, and a greater short-term housing need during some seasons, all of these factors will fluctuate depending on the events hosted on the project site throughout the year. The proposed projects would not cause a significant permanent impact to housing and population for the City of Del Mar or City of San Diego. The proposed project’s incremental contribution to populations and housing impacts is not cumulatively considerable. Cumulative housing and population impacts would be less than significant.</p>	<p>No mitigation is required</p>	<p><b>Less than significant.</b></p>
<p><b>4.11 HYDROLOGY AND WATER QUALITY</b></p>			
<p>4.11.1 Violate any water quality standards or waste discharge requirements.</p>	<p><b>Near-Term Projects</b> The potential impacts of construction activities on water quality focus primarily on sediments, turbidity, and</p>	<p><b>Near-Term Projects</b> <b>Mitigation Measure 4.11.1:</b> Prior to the issuance of grading permits and construction activities, of any of the</p>	<p><b>Near-Term Projects</b> Incorporation of Mitigation Measure 4.11.2, which requires compliance with the requirements of the</p>

**Table 1.B: Summary of Project Environmental Impacts, Mitigation Measures, and Residual Impacts**

Threshold of Significance	Impacts	Mitigation Measures	Level of Significance after Mitigation
	<p>pollutants that might be associated with sediments (e.g., phosphorus and legacy pesticides). Construction-related activities that are primarily responsible for sediment releases are related to exposing soils to potential mobilization by rainfall/runoff and wind. Such activities include removal of vegetation and existing structures from the site, grading of the site, and construction of new buildings, roadways, and landscaped areas. Environmental factors that affect erosion include topographic, soil, and rainfall characteristics. Nonsediment-related pollutants that are also of concern during construction include waste construction materials; chemicals, liquid products, and petroleum products used in building construction or the maintenance of heavy equipment; and concrete-related waste streams.</p> <p>During construction activities, excavated soil would be exposed and there would be an increased potential for soil erosion compared to existing conditions. Additionally, during a storm event, soil erosion could occur at an accelerated rate. Clearing, grading, excavation, and construction activities associated with the proposed project could impact water quality due to sheet erosion of exposed soils and subsequent deposition of particles and pollutants in drainage ways or introduction of construction-related pollutants. Grading activities and sediment stockpiles, in particular, can lead to exposed areas of loose soil that are susceptible to uncontrolled sheet flow. The use of materials such as fuels, solvents, and paints during construction also presents a risk to surface water quality due to an increased potential for pollutants entering the storm drain system. The construction phasing plan consists of two phases for a total of 38 months of construction, including demolition, site work, and structural completion of each near-term project. The potential water quality impacts from construction activities apply to implementation of each of the near-term projects throughout the two construction phases. These impacts would be potentially significant and adverse.</p> <p>The General Construction Permit requires that the</p>	<p>Master Plan projects, the 22nd District Agricultural Association (DAA) shall submit a Notice of Intent (NOI) to the State Water Resources Control Board (SWRCB) for coverage under the General Construction Permit (Order 99-08-DWQ, National Pollution Discharge Elimination System [NPDES] Permit No. CAS000002, or subsequent issuance). Concurrently, the 22nd DAA shall prepare a project-specific Storm Water Pollution Prevention Plan (SWPPP) that specifies best management practices (BMPs) that will prevent all construction pollutants from contacting storm water and would keep all products of erosion from moving off site into receiving waters, eliminate or reduce nonstorm water discharge to storm drain systems, and perform inspections of all BMPs.</p> <p><b>Mitigation Measure 4.11.2:</b> The 22nd District Agricultural Association (DAA) shall comply with the provisions of the General Waste Discharge Requirements for Discharges from Groundwater Extraction and Similar Discharges to Surface Waters within the San Diego Region except for San Diego Bay, National Pollutant Discharge Elimination System (NPDES) No. CAG919002, Order No. R9-2008-0002, as they relate to the discharge of nonstorm water dewatering wastes for the project. This will include submitting to the San Diego Regional Water Quality Control Board (SDRWQCB) an application and required fees for authorization to discharge at least 60 days prior to the start of construction of any of the Master Plan projects and notice of termination within 30 days at completion of dewatering activities.</p> <p><b>Mitigation Measure 4.11.3:</b> Prior to issuance of a Coastal Development Permit (CDP) by the Coastal Commission (CCC), for any of the Master Plan projects, the 22nd District Agricultural Association (DAA) shall prepare a Water Quality Treatment Report (WQTR) consistent with the City of Del Mar Standard Urban Storm Water Mitigation Plan (SUSMP). The WQTR shall incorporate project-specific site design, source control, and Treatment Control Best Management Practices (BMPs) to control predictable pollutant runoff, including an operations and maintenance plan for the</p>	<p>General Construction Permit, potential construction impacts related to erosion during construction activities would be reduced to <b>below a level of significance</b>.</p> <p>Adherence to Mitigation Measures 4.11.1 and 4.11.2, which require compliance with the Construction General Permit and the General Waste Discharge Requirements for Groundwater Discharge Permit, potential water quality impacts related to dewatering during construction would be reduced to <b>less than significant</b> levels.</p> <p>Implementation of Source Control, Site Design/LID, and Treatment BMPs, as specified in Mitigation Measures 4.11.3, 4.11.8, and 4.11.9, impacts from operation of the proposed near-term projects to surface water quality would be reduced to <b>less than significant</b>.</p> <p>With implementation of Mitigation Measure 4.11.4, no pollutants from the proposed project site are expected to reach groundwater, and groundwater quality impacts would be reduced to <b>less than significant</b>.</p>

**Table 1.B: Summary of Project Environmental Impacts, Mitigation Measures, and Residual Impacts**

Threshold of Significance	Impacts	Mitigation Measures	Level of Significance after Mitigation
	<p>SWPPP include erosion and Sediment Control BMPs that would meet or exceed measures required by the Construction General Permit, as well as BMPs that control other potential construction-related pollutants. The SWPPP would be prepared and implemented at the project sites and revised as necessary as administrative or physical conditions change, as required by, and in compliance with, the Construction General Permit. The General Construction Permit requires the SWPPP to include a menu of BMPs to be selected and implemented to address erosion and sediment control. Erosion Control BMPs are designed to prevent erosion, whereas sediment controls are designed to trap sediment once it has been mobilized. The selected BMPs would meet the Best Available Technologies/Best Control Technology (BAT/BCT) standards required by the current applicable General Construction Permit, would address pollutant source reduction, and would ensure that water quality standards are not exceeded in receiving waters due to construction activities. The SWPPPs would provide BMPs that are to be maintained for the duration of the construction as well as measures that are specific to each phase of construction. The SWPPPs would address site-specific conditions related to project construction, identify the sources of sediment and other pollutants that may affect the quality of storm water discharges, and describe and ensure the implementation and maintenance of BMPs to reduce or eliminate sediment, pollutants adhering to sediment, and other nonsediment pollutants in storm water as well as non-storm water discharges. Compliance with the General Construction Permit has been determined by the SWRCB to ensure that water quality standards (protection of beneficial uses and adherence to water quality objectives) are adequately protected during the construction period.</p> <p>Since groundwater is anticipated to occur at depths of 5–10 ft bgs, groundwater may be encountered during construction activities associated with the 2008 Master Plan projects and may require dewatering. Discharge of groundwater into storm drains and receiving waters has the potential to significantly impact water quality.</p> <p>The proposed project includes Site Design/Low Impact Development (LID), Source Control, and Treatment BMPs to reduce pollutants and treat runoff prior to</p>	<p>prescribed Structural BMPs to ensure their long-term performance. A funding mechanism for operations and maintenance shall also be in place.</p> <p><b>Mitigation Measure 4.11.8:</b> Concurrent with the construction of the hotel and associated administrative office improvement near-term projects, the 22nd District Agricultural Association (DAA) shall ensure that the clarifier located within the storm drain that conveys runoff from the main parking lot (located off Jimmy Durante Boulevard) is replaced by a system that specifically targets parking lot pollutants, including sediment, oils and grease, and heavy metals, from the unimproved portions of the main parking lot that are not impacted by the construction of the hotel and/or administrative offices.</p> <p><b>Mitigation Measure 4.11.9:</b> For the portion of the west parking lot affected by the design of the hotel and associated administrative office improvement near-term projects, the 22nd District Agricultural Association (DAA) shall ensure that a system that specifically targets parking lot pollutants, including sediment, oils and grease, and heavy metals is installed in the storm drain system (located west of the Grandstands and existing exhibit hall buildings adjacent to Stevens Creek).</p> <p><b>Mitigation Measure 4.11.4:</b> During construction, the construction contractor shall ensure, and the California Coastal Commission (CCC) shall verify, that any pervious pavement used on site is lined with an impermeable liner and an underdrain system to eliminate contact with groundwater and reduce the potential for ponding water on the surface.</p>	

**Table 1.B: Summary of Project Environmental Impacts, Mitigation Measures, and Residual Impacts**

Threshold of Significance	Impacts	Mitigation Measures	Level of Significance after Mitigation
	<p>exiting the project site. Under existing conditions, there are no treatment controls on site with the exception of a clarifier for parking lot runoff, use of the infield lakes for track drainage, and the diversion of flows from the Backstretch Area to the sewer system. With implementation of the project design features and BMPs, as specified in Mitigation Measures 4.11.3, 4.11.8, and 4.11.9, water quality exceedances are not anticipated, and pollutants are not expected in project runoff that would adversely affect beneficial uses in the San Dieguito River. In fact, implementation of BMPs would provide additional treatment compared to existing conditions, which would result in a positive impact to storm water runoff quality as compared to the existing conditions.</p> <p>Because of the proximity to groundwater, infiltrated surface water would have the potential to introduce pollutants to the groundwater. Since Infiltration BMPs, such as pervious pavement and infiltration trenches, require a depth of 10 ft or greater to groundwater to minimize impacts from storm water pollutants, Infiltration BMPs are not proposed to serve as Primary Treatment BMPs for storm water runoff for the individual projects.</p> <p><b>Long-Term Projects</b></p> <p>The long-term project impacts to water quality are comparable to those discussed above for near-term projects. Construction activity for, and operation of, these projects would result in potential adverse effects to water quality. Improvement projects to the existing Fairgrounds facility also offers opportunities to upgrade existing conditions with regard to storm water runoff (for example, from the backstretch stables and other areas).</p>	<p><b>Long-Term Projects</b></p> <p><b>Strategy 4.11.1:</b> Prior to the issuance of grading permits and construction activities for any of the Master Plan projects, the 22nd District Agricultural Association (DAA) shall provide the City of Del Mar with evidence that a Notice of Intent (NOI) for coverage under the General Construction Permit (Order 99-08-DWQ, National Pollution Discharge Elimination System (NPDES) Permit No. CAS000002, or subsequent issuance) has been filed with the State Water Resources Control Board (SWRCB). Concurrently, the landowner or project applicant shall prepare a project-specific Storm Water Pollution Prevention Plan (SWPPP) that specifies best management practices (BMPs) that will prevent all construction pollutants from contacting storm water and the intent of keeping all products of erosion from moving off site into receiving waters, eliminate or</p>	<p><b>Long-Term Projects</b></p> <p>Implementation of Source Control, Site Design/LID, Treatment BMPs, and Mitigation Strategies 4.11.1, 4.11.2, 4.11.3, 4.11.4, and 4.11.6 would reduce potential impacts to water quality to <b>less than significant</b>.</p>

**Table 1.B: Summary of Project Environmental Impacts, Mitigation Measures, and Residual Impacts**

Threshold of Significance	Impacts	Mitigation Measures	Level of Significance after Mitigation
		<p>reduce non-storm water discharge to storm drain systems, and perform inspections of all BMPs.</p> <p><b>Strategy 4.11.2:</b> The 22nd District Agricultural Association (DAA) shall comply with the provisions of the General Waste Discharge Requirements for Discharges from Groundwater Extraction and Similar Discharges to Surface Waters within the San Diego Region except for San Diego Bay, National Pollutant Discharge Elimination System (NPDES) No. CAG919002, Order No. R9-2008-0002, as they relate to discharge of nonstorm water dewatering wastes for the project. This will include submitting to the San Diego Regional Water Quality Control Board (SDRWQCB) an application and required fees for authorization to discharge at least 60 days prior to the start of construction of any of the Master Plan projects and notice of termination within 30 days at completion of dewatering activities.</p> <p><b>Strategy 4.11.3:</b> Prior to issuance of a Coastal Development Permit (CDP) by the Coastal Commission (CCC) for any of the Master Plan projects, the 22nd District Agricultural Association (DAA) shall prepare a Water Quality Treatment Report (WQTR) consistent with the City of Del Mar Standard Urban Storm water Mitigation Plan (SUSMP). The WQTR shall incorporate project-specific site design, source control, and Treatment Control BMPs to control predictable pollutant runoff, including an operations and maintenance plan for the prescribed Structural BMPs) to ensure their long-term performance. A funding mechanism for operations and maintenance shall also be in place.</p> <p><b>Strategy 4.11.4:</b> During construction, the construction contractor shall ensure, and the California Construction Authority (CCA) shall verify, that any permeable pavement used on-site for any of the Master Plan projects is lined with an impermeable liner and an underdrain system to eliminate contact with groundwater and reduce the potential for ponding water on the surface.</p> <p><b>Strategy 4.11.6:</b> Prior to completion of construction of the Backstretch Area Improvements, the 22nd District Agricultural Association (DAA) shall consider</p>	

**Table 1.B: Summary of Project Environmental Impacts, Mitigation Measures, and Residual Impacts**

Threshold of Significance	Impacts	Mitigation Measures	Level of Significance after Mitigation
		implementation of a hydrodynamic separator with the ability to screen fine sediments as an alternative to diversion into the sewer at area drains and wash racks located in the Backstretch Area, if determined to be warranted through the Confined Animal Feeding Operations (CAFO) permit review process with the San Diego Regional Water Quality Control Board (SDRWQCB).	
4.11.2 Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater level (e.g., the production rate of pre-existing nearby wells would drop to a level that would not support existing land uses or planned uses for which permits have been granted).	<p><b>Near-Term Projects</b></p> <p>The project site is not located in an aquifer recharge area, and there are no groundwater wells or pumping activities proposed for the project site other than as needed for temporary dewatering during the construction of any subsurface structures. Any dewatering required for construction activities will be performed in accordance with San Diego RWQCB and SWRCB General Construction Permit requirements. In addition, due to tidal conditions, groundwater at the project site is exempt from the sources of drinking water policy according to the Basin Plan. Therefore, impacts to groundwater recharge and groundwater supplies from the proposed project are considered less than significant.</p> <p><b>Long-Term Projects</b></p> <p>Impacts of the long-term projects to groundwater recharge and groundwater supplies are comparable to those discussed above under near-term projects. Therefore, the long-term project impact to groundwater recharge and groundwater supplies are considered less than significant.</p>	<p><b>Near-Term Projects</b></p> <p>No mitigation is required.</p> <p><b>Long-Term Projects</b></p> <p>No mitigation is required.</p>	<p><b>Near-Term Projects</b></p> <p><b>Less than significant.</b></p> <p><b>Long-Term Projects</b></p> <p><b>Less than significant.</b></p>
4.11.3 Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which result in a substantial erosion or siltation on- or off-site.	<p><b>Near-Term Projects</b></p> <p>As discussed in detail under Threshold 4.11.1, during construction activities, excavated soil would be exposed, and there would be an increased potential for soil erosion during storm events compared to existing conditions. Grading activities and sediment stockpiles, in particular, can lead to exposed areas of loose soil that are susceptible to uncontrolled sheet flow. These impacts would be potentially significant.</p> <p>The 2008 Master Plan projects would also result in a</p>	<p><b>Near-Term Projects</b></p> <p>See Mitigation Measure 4.11.1</p>	<p><b>Near-Term Projects</b></p> <p>Implementation of Mitigation Measure 4.11.1 would reduce potential impacts to the existing drainage pattern to <b>below a level of significance.</b></p>

**Table 1.B: Summary of Project Environmental Impacts, Mitigation Measures, and Residual Impacts**

Threshold of Significance	Impacts	Mitigation Measures	Level of Significance after Mitigation
	<p>slight alteration of existing on-site drainage patterns due to changes in imperviousness and new area drainage systems that would connect to the existing storm drain lines. However, the larger drainage areas would remain essentially the same for the entire project site, and runoff would continue to drain generally from northeast to southwest, discharging at the existing discharge points. The 2-year, 10-year, and 100-year storm event hydrology found that the proposed project would either result in a decrease or a minor increase in on-site flow, with the exception of Basins 6 and 16. Because the parking lot would be paved, it would not be subject to erosion. The increase in runoff proposed as a result of paving the existing dirt parking lot will continue to drain toward the ponding area in the driving range, as under existing conditions. Discharge from the driving range to the River will remain unchanged via the existing 12-inch pipe.</p> <p><b>Long-Term Projects</b></p> <p>Potential impacts of the long-term projects to on- and off-site erosion are comparable to those discussed above under near-term projects therefore impacts are potentially significant.</p>	<p><b>Long-Term Projects</b></p> <p>See Strategy 4.11.1.</p>	<p><b>Long-Term Projects</b></p> <p>Implementation of Strategy 4.11.1 would reduce potential impacts to the existing drainage pattern to <b>below a level of significance.</b></p>
<p>4.11.4 Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site.</p>	<p><b>Near-Term Projects</b></p> <p>As discussed under Threshold 4.11.3, the 2008 Master Plan projects would result in a slight alteration of existing drainage patterns due to changes in imperviousness and new area drain systems. However, the larger drainage areas and existing storm drain facilities would remain the same for the entire project site, and runoff would continue to drain generally from northeast to southwest, discharging at the existing discharge points. In addition, the majority of the proposed improvements are the replacement of one impervious surface for another, which would result in only minor increases to on- and off-site flows. Although the proposed paving of the East Parking Lot will result in an increase in runoff quantity, runoff will continue to drain toward the ponding area at the adjacent driving range as under existing conditions, resulting in a much larger ponding area and longer duration of ponding water. This area will continue to drain via a 12-inch pipe, thereby maintaining a discharge rate consistent</p>	<p><b>Near-Term Projects</b></p> <p>No mitigation is required.</p>	<p><b>Near-Term Projects</b></p> <p><b>Less than significant.</b></p>

**Table 1.B: Summary of Project Environmental Impacts, Mitigation Measures, and Residual Impacts**

Threshold of Significance	Impacts	Mitigation Measures	Level of Significance after Mitigation
	<p>with the existing condition. The Fairgrounds resides within the 100-year floodplain and would remain so under the proposed conditions. According to the Floodplain Study Report (Fusco Engineering, Inc., March 2008), the proposed project would result in a minor change in water surface elevation ranging from a 0.02 ft drop to a 0.03 ft rise within the project limits during a 100-year flood event. In addition, there are no major facilities downstream of the Fairgrounds that would be impacted by any of the minor changes on the Fairgrounds property. Therefore impacts are less than significant.</p> <p><b>Long-Term Projects</b></p> <p>Impacts of the long-term projects to on- and off-site flooding are comparable to those discussed above under near-term projects therefore impacts are less than significant.</p>	<p><b>Long-Term Projects</b></p> <p>No mitigation is required</p>	<p><b>Long-Term Projects</b></p> <p><b>Less than significant.</b></p>
<p>4.11.5 Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff.</p>	<p><b>Near-Term Projects</b></p> <p>Some alterations to the existing on-site storm drain system will be required for the Master Plan projects. These alterations would be designed to provide necessary capacity for storm water runoff. However, the larger drainage areas would remain the same for the entire project site, and runoff would continue to drain generally from northeast to southwest, discharging at the existing discharge points. Given that the projects would generally be replacing existing impervious surfaces for new impervious surfaces and the overall use of the site would remain substantially the same, additional sources of polluted runoff are not anticipated.</p> <p><b>Long-Term Projects</b></p> <p>Impacts of the long-term projects to planned storm water drainage systems are comparable to those discussed above under near-term projects therefore additional sources of polluted runoff are not anticipated.</p>	<p><b>Near-Term Projects</b></p> <p>No mitigation is required.</p> <p><b>Long-Term Projects</b></p> <p>No mitigation is required.</p>	<p><b>Near-Term Projects</b></p> <p><b>No impact.</b></p> <p><b>Long-Term Projects</b></p> <p><b>No impact.</b></p>

**Table 1.B: Summary of Project Environmental Impacts, Mitigation Measures, and Residual Impacts**

Threshold of Significance	Impacts	Mitigation Measures	Level of Significance after Mitigation
<p>4.11.6 Otherwise substantially degrade water quality.</p>	<p><b>Near-Term Projects</b></p> <p>The proposed project has the potential to pollute runoff and degrade water quality, therefore impacts are potentially significant. However, as a result of compliance with the General Construction Permit, the General Waste Discharge Requirements for Groundwater Discharge Permit, proposed Site Design/LID, source control, and Treatment BMPs and source control measures, water quality exceedances are not anticipated, and pollutants are not expected in project runoff that would degrade water quality in the San Dieguito River and Stevens Creek. In fact, implementation of Source Control, Site Design/LID, and Treatment BMPs is anticipated to result in a positive impact to storm water runoff quality as compared to the existing conditions.</p> <p><b>Long-Term Projects</b></p> <p>Impacts of the long-term projects to water quality are comparable to those discussed above under near-term projects therefore impacts are potentially significant.</p>	<p><b>Near-Term Projects</b></p> <p>See Mitigation Measures 4.11.1, 4.11.2, 4.11.3, 4.11.4, 4.11.8, and 4.11.9.</p> <p><b>Long-Term Projects</b></p> <p>See Strategy 4.11.1, 4.11.2, 4.11.3, 4.11.4, and 4.11.6.</p>	<p><b>Near-Term Projects</b></p> <p>Implementation of Mitigation Measures 4.11.1, 4.11.2, 4.11.3, 4.11.4, 4.11.8, and 4.11.9, would reduce impacts to water quality to a less than significant level.</p> <p><b>Long-Term Projects</b></p> <p>Implementation of Source Control, Site Design/LID, Treatment BMPs, and Mitigation Strategies 4.11.1, 4.11.2, 4.11.3, .11.4, and 4.11.6 would reduce impacts to water quality to a <b>less than significant level</b>.</p>
<p>4.11.7 Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map.</p>	<p><b>Near-Term Projects</b></p> <p>The Fairgrounds property and existing structures are located within the 100-year floodplain of the San Dieguito River. Under the Master Plan Update, several of the existing structures will be demolished for the construction of a hotel, exhibit hall building, and administrative offices. According to the Floodplain Study Report (Fusco Engineering, Inc., March 2008), the proposed project would result in a change in water surface elevation from a 0.02 ft drop to a 0.03 ft rise within the project limits during a 100-year flood event. Although the proposed project would result in a negligible change in 100-year flood levels, the proposed hotel would be placed within a 100-year flood hazard area as mapped on the Flood Insurance Rate Map (FIRM). The elevation of new habitable spaces, including the proposed hotel, would be set at least 1 ft above the 100-year flood elevation. Therefore impacts related to the 100-year a flood hazard are potentially significant.</p>	<p><b>Near-Term Projects</b></p> <p><b>Mitigation Measure 4.11.5:</b> Prior to the issuance of grading permits and construction activities of any of the Master Plan projects, the 22nd District Agricultural Association (DAA) shall submit As-Built plans and accompanying hydraulic analysis to the Federal Emergency Management Agency (FEMA) for processing of Conditional Letter of Map Revision/Letter of Map Revision applications in accordance with FEMA requirements of the National Flood Insurance Program. Plans shall also be provided to the City of Del Mar for review as Floodplain Administrator on the south side of the San Dieguito Lagoon to ensure that all habitable areas have been placed at least 1 foot above the 100-year flood level.</p>	<p><b>Near-Term Projects</b></p> <p>Potential impacts related to the 100-year flood hazard area would be reduced to a <b>less than significant level</b> with implementation of Mitigation Measure 4.11.5</p>

**Table 1.B: Summary of Project Environmental Impacts, Mitigation Measures, and Residual Impacts**

Threshold of Significance	Impacts	Mitigation Measures	Level of Significance after Mitigation
	<p><b>Long-Term Projects</b></p> <p>As discussed above under near-term projects, the proposed project would result in a negligible change in 100-year flood levels. However, the proposed Backstretch Area improvements would be placed within a 100-year flood hazard area as mapped on the FIRM. The elevation of new habitable spaces, including groomsmen dormitories, would be set at least 1 ft above the 100-year flood elevation. In addition, the proposed arrangement for any new dormitories includes placing the dorms on the second level above the stables. Therefore impacts related to the 100-year a flood hazard are potentially significant.</p>	<p><b>Long-Term Projects</b></p> <p><b>Strategy 4.11.5:</b> Prior to the issuance of grading permits and construction activities for any of the Master Plan projects, the 22nd District Agricultural Association (DAA) shall submit As-Built plans and accompanying hydraulic analysis to the Federal Emergency Agency (FEMA) for processing of Conditional Letter of Map Revision/Letter of Map Revision applications in accordance with FEMA requirements of the National Flood Insurance Program. Plans shall also be provided to the City of Del Mar (or current Floodplain Administrator) for review as Floodplain Administrator on the southside of the San Dieguito Lagoon to ensure that all habitable areas have been placed at least 1 foot above the 100-year flood level.</p>	<p><b>Long-Term Projects</b></p> <p>Potential impacts related to a 100-year flood hazard area would be reduced to a <b>less than significant</b> level with implementation of Strategy 4.11.5.</p>
<p>4.11.8 Place within a 100-year flood hazard area structures which would impede or redirect flood flows.</p>	<p><b>Near-Term Projects</b></p> <p>In the existing condition, exhibit hall buildings, fire station, offices, arenas, Grandstands, and other structures are currently located within the 100-year flood hazard area that impede or redirect flows. The 2008 Master Plan proposes to allow some of these structures to remain, with some being demolished. For the buildings that would be demolished, additional structures (i.e., the hotel and relocation of the fire station) would be constructed in a manner that would direct flows similar to existing conditions. Therefore, impacts are less than significant.</p> <p><b>Long-Term Projects</b></p> <p>Fairgrounds structures are located within the 100-year flood hazard area and impede or redirect flows in the existing condition. The 2008 Master Plan proposes to allow some of these structures to remain, with some being demolished. For the buildings that would be demolished, replacement structures would be constructed in a manner that would impede or redirect flows similar to existing conditions. Other long-term projects will be constructed in accordance with applicable floodplain regulations and in a manner that directs flows similar to existing conditions. Therefore, impacts are less than significant.</p>	<p><b>Near-Term Projects</b></p> <p>No mitigation is required.</p> <p><b>Long-Term Projects</b></p> <p>No mitigation is required.</p>	<p><b>Near-Term Projects</b></p> <p><b>Less than significant.</b></p> <p><b>Long-Term Projects</b></p> <p><b>Less than significant.</b></p>

**Table 1.B: Summary of Project Environmental Impacts, Mitigation Measures, and Residual Impacts**

Threshold of Significance	Impacts	Mitigation Measures	Level of Significance after Mitigation
<p>4.11.9 Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam</p>	<p><b>Near-Term Projects</b></p> <p>In the event of a 100-year flood or failure of the Lake Hodges Dam, there is a potential for damage to buildings located within the project site under both the existing and proposed conditions. However, any new facilities would conform to any State and/or local floodproofing requirements for the protection of property and life. Further, in the event of flooding, the Fairgrounds would be evacuated in accordance with the evacuation procedures identified in the 22nd DAA's EOP and City of Del Mar evacuation plans and emergency procedures to minimize risk to property and life. Mitigation Measure 4.9.6 requires that the 22nd DAA review and revise the Del Mar Fairgrounds EOP. The plan shall be updated to include evacuations plans for all newly constructed buildings and shall determine how to effectively utilize manpower and equipment so as to minimize loss of life and damage to property. The proposed hotel is a new use proposed as part of the near-term projects. The proposed hotel would have a semisubterranean parking structure with a floor elevation approximately 12 ft below the water surface elevation of the 100-year flood. Therefore, people are exposed to a potentially significant risk of loss, injury, or death in the event of a flood.</p> <p><b>Long-Term Projects</b></p> <p>In the event of a 100-year flood or failure of the Lake Hodges Dam, there is a potential for damage to buildings located within the project site under both the existing and proposed conditions. However, any new facilities would conform to any state and/or local floodproofing requirements for the protection of property and life. Further, in the event of flooding, the Fairgrounds would be evacuated in accordance with the evacuation procedures identified in the 22nd DAA's EOP and City of Del Mar evacuation plans and emergency procedures to minimize risk to property and life. Therefore, impacts are less than significant.</p>	<p><b>Near-Term Projects</b></p> <p><u>Refer to Mitigation Measure 4.9.6.</u></p> <p><b>Mitigation Measure 4.11.6:</b> Prior to issuance of certificates of occupancy of the hotel, the 22nd District Agricultural Association (DAA) shall ensure that warning signs are posted at the entrance to the hotel parking, and that signs indicating depth of flooding by the 100-year storm are posted within the limits of parking areas.</p> <p><b>Mitigation Measure 4.11.7:</b> Prior to issuance of certificates of occupancy of the hotel, hotel management shall prepare a response plan to evacuate the hotel parking structure as necessary in the event of flooding of the San Dieguito Lagoon. Hotel management shall ensure that all staff are provided with a copy of the response plan and trained on all evacuation procedures.</p> <p><b>Long-Term Projects</b></p> <p>No mitigation is required.</p>	<p><b>Near-Term Projects</b></p> <p>Implementation of Mitigation Measures 4.11.6 and 4.11.7 would reduce impacts related to flooding to a <b>less than significant</b> level.</p> <p><b>Long-Term Projects</b></p> <p><b>Less than significant.</b></p>
<p>4.11.10 Inundation by seiche, tsunami, or mudflow.</p>	<p><b>Near-Term Projects</b></p> <p>Inundation by seiche or mudflow is not anticipated for the project site. The Fairgrounds is located in the Coastal Zone and has the potential to be inundated by a</p>	<p><b>Near-Term Projects</b></p> <p>See Mitigation Measures 4.9.6, 4.11.6, and 4.11.7.</p>	<p><b>Near-Term Projects</b></p> <p>Implementation of Mitigation Measures 4.9.6, 4.11.6, and 4.11.7 would reduce impacts related to inundation by seiche, tsunami, or mudflow to <b>less than significant</b>.</p>

**Table 1.B: Summary of Project Environmental Impacts, Mitigation Measures, and Residual Impacts**

Threshold of Significance	Impacts	Mitigation Measures	Level of Significance after Mitigation
	<p>tsunami. However, the proposed Master Plan projects are proposed in areas of the site that are already developed, and the risk of inundation by tsunami would not increase compared to existing conditions. The proposed Master Plan projects will introduce hotel visitors to the site and increase the likelihood that additional visitors will be on site during the rainy season. Therefore, there is a potentially significant impact, and mitigation is required to ensure preparation of an evacuation plan for the hotel.</p> <p>Also, as described in Section 4.9 of this EIR, Hazards, the 22nd DAA has established an EOP for the Fairgrounds. The EOP delineates a plan of action for employees on the Fairgrounds in the event of an emergency or disaster. The plan shall be updated to include evacuation plans for all newly constructed buildings and shall determine how to effectively utilize personnel and equipment so as to minimize loss of life and damage to property. The revisions to the EOP will address the possibility of tsunamis and the need to evacuate the site if a tsunami warning is issued. In the event of a major emergency such as a tsunami, the Fairgrounds would be evacuated in accordance with the evacuation procedures identified in the 22nd DAA's EOP and City of Del Mar evacuation plans and emergency procedures to minimize risk to property and life. Therefore, mitigation is required to ensure the EOP is updated.</p> <p><b>Long-Term Projects</b></p> <p>The proposed long-term projects affect the same project site as the near-term projects, and, as stated above, the proposed Master Plan projects include modification to existing structures, and the risk of inundation by tsunami would not increase compared to existing conditions. The long-term projects include a seasonal train platform, multilevel parking structure, Backstretch Area improvements, Horseman's Village, a truck tunnel under the Racetrack, and a vehicle wash rack. These projects are operational improvements to the existing Fairgrounds facility and are not projects that would in and of themselves attract additional visitors to the site.</p>	<p><b>Long-Term Projects</b></p> <p>No mitigation is required.</p>	<p><b>Long-Term Projects</b></p> <p><b>No impact.</b></p>

**Table 1.B: Summary of Project Environmental Impacts, Mitigation Measures, and Residual Impacts**

Threshold of Significance	Impacts	Mitigation Measures	Level of Significance after Mitigation
<p>4.11.12 Potentially impact storm water runoff from construction activities.</p>	<p>Therefore, the risk of inundation due to tsunamis is less than significant, and no mitigation is required.</p> <p><b>Near-Term Projects</b></p> <p>During construction activities, excavated soil would be exposed, and there would be an increased potential for soil erosion during storm events compared to existing conditions. Grading activities and sediment stockpiles, in particular, can lead to exposed areas of loose soil that are susceptible to uncontrolled sheet flow. Increased erosion during storm events could degrade water quality. The construction phasing plan consists of two phases for a total of 38 months of construction, including demolition, site work, and structural completion of each near-term project. The potential water quality impacts from construction activities applies to implementation of each of the near-term projects throughout the two construction phases. These impacts would be potentially significant.</p> <p><b>Long-Term Projects</b></p> <p>Construction activity for, and operation of, the long-term projects would result in potentially significant effects to water quality. Improvement projects to the existing Fairgrounds facility also offers opportunities to upgrade existing conditions with regard to storm water runoff (for example, from the Backstretch Areas).</p>	<p><b>Near-Term Projects</b></p> <p>See Mitigation Measure 4.11.1.</p> <p><b>Long-Term Projects</b></p> <p>See Strategy 4.11.1.</p>	<p><b>Near-Term Projects</b></p> <p>Implementation of Mitigation Measure 4.11.1, which requires preparation of a construction SWPPP for each project site to identify Construction BMPs to be implemented as part of the proposed project would reduce impacts during construction to a <b>level below significance</b>.</p> <p><b>Long-Term Projects</b></p> <p>Implementation of Mitigation Strategy 4.11.1, which requires preparation of construction SWPPPs, would reduce potential impacts to storm water runoff from construction of long-term projects to <b>less than significant</b>.</p>
<p>4.11.12 Potentially impact storm water runoff from post-construction activities.</p>	<p><b>Near-Term Projects</b></p> <p>Full implementation of the Master Plan would result in similar storm water runoff conditions in terms of peak discharge rates based on the similar impervious coverage between existing and proposed conditions. Impacts to storm water runoff and water quality as a result of the proposed projects are potentially significant.</p> <p><b>Long-Term Projects</b></p> <p>The long-term project impacts to storm water runoff from operation of the Master Plan are comparable to those discussed above for near-term projects. Construction activity for, and operation of, these projects would result in potentially significant effects to water quality. Improvement projects to the existing Fairgrounds facility also offers opportunities to upgrade</p>	<p><b>Near-Term Projects</b></p> <p>See Mitigation Measure 4.11.3, 4.11.8, and 4.11.9.</p> <p><b>Long-Term Projects</b></p> <p>See Strategies 4.11.1 through 4.11.6.</p>	<p><b>Near-Term Projects</b></p> <p>Implementation of Mitigation Measures 4.11.3, 4.11.8, and 4.11.9, would reduce potential impacts to storm water during operation of the Master Plan to <b>less than significant</b>.</p> <p><b>Long-Term Projects</b></p> <p>Implementation of Mitigation Strategies would reduce potential operational impacts of long-term projects to storm water runoff to <b>below a level of significance</b>.</p>

**Table 1.B: Summary of Project Environmental Impacts, Mitigation Measures, and Residual Impacts**

Threshold of Significance	Impacts	Mitigation Measures	Level of Significance after Mitigation
	existing conditions with regard to storm water runoff (for example, from the back stretch stables and other areas).		
4.11.13 Result in a potential for discharge of storm water pollutants from areas of material storage, vehicle or equipment fueling, vehicle or equipment maintenance (including washing), waste handling, hazardous materials handling or storage, delivery areas, loading docks or other outdoor work areas.	<p><b>Near-Term Projects</b></p> <p>The proposed near-term projects have the potential to significantly impact discharge of storm water pollutants. However, the entire Fairgrounds is currently covered under an Industrial SWPPP and is subject to site inspections by the SDRWQCB to ensure that the potential for discharge of storm water pollutants is minimized through Source Control BMPs from such areas noted above. The SWMP developed for the Small MS4 Permit (currently under review by the SDRWQCB) would result in coverage over the entire Fairgrounds upon approval, and termination of the Industrial Permit would occur afterwards. Specific measures within the SWMP would be required, reviewed, and approved by the SDRWQCB to control the potential for discharge of pollutants from such areas. The approved SWMP would also include annual reporting mechanisms and routine site inspections to ensure that the measures are being implemented. Source Control BMPs would be incorporated into the near-term projects to reduce discharge of storm water pollutants from areas of material storage, vehicle or equipment fueling, vehicle or equipment maintenance (including washing), waste handling, hazardous materials handling or storage, delivery areas, loading docks, or other outdoor work areas.</p> <p><b>Long-Term Projects</b></p> <p>The multilevel parking structure does not include vehicle fueling or maintenance uses. The proposed vehicle wash rack would be located between the Racetrack and the railroad tracks. The vehicle wash rack will be covered and sized to accommodate semitrailer trucks. It will be covered and equipped with appropriate Wastewater Treatment BMPs, including a clarifier for oil and water separation and solids removal. However, the other long-term projects have the potential to significantly impact discharge of storm water pollutants. Implementation of the long-term projects is expected to</p>	<p><b>Near-Term Projects</b></p> <p>See Mitigation Measure 4.11.3.</p> <p><b>Long-Term Projects</b></p> <p>See Strategy 4.11.3.</p>	<p><b>Near-Term Projects</b></p> <p>Implementation of Mitigation Measure 4.11.3 would reduce impacts from discharge from material storage, vehicle or equipment fueling, vehicle or equipment maintenance (including washing), waste handling, hazardous materials handling or storage, delivery areas, loading docks, or other outdoor work areas to a <b>less than significant level.</b></p> <p><b>Long-Term Projects</b></p> <p>Implementation of Mitigation Strategy 4.11.3 would reduce impacts from discharge from material storage, vehicle or equipment fueling, vehicle or equipment maintenance (including washing), waste handling, hazardous materials handling or storage, delivery areas, loading docks, or other outdoor work areas to a <b>less than significant level.</b></p>

**Table 1.B: Summary of Project Environmental Impacts, Mitigation Measures, and Residual Impacts**

Threshold of Significance	Impacts	Mitigation Measures	Level of Significance after Mitigation
	<p>occur under the requirements of the SWMP developed for the Small MS4 Permit, currently under review by the SDRWQCB. Specific measures within the SWMP would be required, reviewed, and approved by the SDRWQCB to control the potential for discharge of pollutants. The approved SWMP would also include annual reporting mechanisms and routine site inspections to ensure that the measures are being implemented. Source Control BMPs would be incorporated into the long-term projects to reduce discharge of storm water pollutants from areas of material storage, vehicle or equipment fueling, vehicle or equipment maintenance (including washing), waste handling, hazardous materials handling or storage, delivery areas, loading docks, or other outdoor work areas.</p>		
<p>4.11.14 Result in the potential for discharge of storm water to affect the beneficial uses of the receiving waters.</p>	<p><b>Near-Term Projects</b></p> <p>The proposed projects have the potential to significantly impact discharge of storm water that could affect the beneficial uses of the receiving waters. However, as a result of compliance with the General Construction Permit, the General Waste Discharge Requirements for Groundwater Discharge Permit, proposed Site Design/LID, source control, and Treatment BMPs and source control measures, water quality exceedances are not anticipated, and pollutants are not expected in project runoff that would adversely affect beneficial uses in the San Dieguito River and Stevens Creek. Discharges of the Fairgrounds are currently monitored under the General Industrial Permit, and will continue to be when coverage is transferred to the Small MS4 permit. In fact, implementation of source control, Site Design/LID, and Treatment BMPs is anticipated to result in a positive impact to storm water runoff quality as compared to existing conditions.</p> <p><b>Long-Term Projects</b></p> <p>Impacts of the long-term projects to water quality are comparable to those discussed above under near-term projects. Therefore impacts are potentially significant.</p>	<p><b>Near-Term Projects</b></p> <p>See Mitigation Measures 4.11.1, 4.11.2, 4.11.3, 4.11.4, 4.11.8, and 4.11.9</p> <p><b>Mitigation Measure 4.11.10:</b> The 22nd District Agricultural Association (DAA) shall implement storm water treatment for existing (non-Master Plan improvement) areas if runoff from the unimproved areas comingles with runoff from the Master Plan improvement areas, subject to review and verification by the San Diego Regional Water Quality Control Board (SDRWQCB).</p> <p><b>Long-Term Projects</b></p> <p>See Strategy 4.11.1, 4.11.2, 4.11.3, 4.11.4, 4.11.5, and 4.11.6.</p>	<p><b>Near-Term Projects</b></p> <p>Implementation of Mitigation Measures 4.11.1, 4.11.2, 4.11.3, 4.11.4, 4.11.8, 4.11.9, and 4.11.10, impacts to water quality would be reduced to <b>less than significant</b>.</p> <p><b>Long-Term Projects</b></p> <p>Implementation of Strategies 4.11.1–4.11.6, impacts to water quality would be reduced to <b>less than significant</b>.</p>

**Table 1.B: Summary of Project Environmental Impacts, Mitigation Measures, and Residual Impacts**

Threshold of Significance	Impacts	Mitigation Measures	Level of Significance after Mitigation
<p>4.11.15 Create the potential for significant changes in the flow velocity or volume of storm water runoff to cause environmental harm.</p>	<p><b>Near-Term Projects</b></p> <p>As previously mentioned under Threshold 4.11.3, the 2008 Master Plan projects would result in a slight alteration of existing drainage patterns due to changes in imperviousness and new area drain systems. However, the larger drainage areas and existing storm drain facilities would remain the same for the entire project site, and runoff would continue to drain generally from northeast to southwest, discharging at the existing discharge points. In addition, the majority of the proposed improvements are the replacement of one impervious surface for another while recognizing the existing utilities, edge conditions, and drainage facilities. It is recognized that conversion of the East Parking Lot from dirt to impervious surfaces will result in a significant increase in runoff volume, and the inundation area within the adjacent driving area will increase to accommodate this additional runoff. The existing 12-inch pipe will remain to slowly discharge runoff into the River, resulting in a longer duration of discharge into the River versus the existing condition. The potential for environmental harm due to the increase in runoff duration is considered less than significant based on the channel stability of the River and the low potential for hydromodification impacts within this tidally influenced area. The long-term projects are generally located in areas that are already impervious, and although there would be minor changes to the discharge of runoff generated by the projects, there are no major facilities downstream of the Fairgrounds that would be impacted by any of the minor changes on the Fairgrounds property. Therefore, impacts resulting from changes in the flow velocity or volume are considered less than significant.</p> <p><b>Long-Term Projects</b></p> <p>Impacts of the long-term projects to flow velocity and volume of storm water runoff are comparable to those discussed above under near-term projects. The long-term projects are generally located in areas that are already impervious, and although there would be minor changes to the discharge of runoff generated by the projects,</p>	<p><b>Near-Term Projects</b></p> <p>No mitigation is required.</p> <p><b>Long-Term Projects</b></p> <p>No mitigation is required.</p>	<p><b>Near-Term Projects</b></p> <p><b>Less than significant.</b></p> <p><b>Long-Term Projects</b></p> <p><b>Less than significant.</b></p>

**Table 1.B: Summary of Project Environmental Impacts, Mitigation Measures, and Residual Impacts**

Threshold of Significance	Impacts	Mitigation Measures	Level of Significance after Mitigation
4.11.16 Create significant increases in erosion of the project site or surrounding areas.	<p>there are no major facilities downstream of the Fairgrounds that would be impacted by any of the minor changes on the Fairgrounds property. The long-term projects' impacts to flow velocity and volume of storm water runoff are considered less than significant.</p> <p><b>Near-Term Projects</b></p> <p>Refer to Threshold 4.11.1 and 4.11.3</p> <p>During construction activities, excavated soil would be exposed, and there would be an increased potential for soil erosion compared to existing conditions. Grading activities and sediment stockpiles, in particular, can lead to exposed areas of loose soil that are susceptible to uncontrolled sheet flow. These impacts would be potentially significant.</p> <p>Local scour and erosion at the outlets are minimal based on the relatively flat grades of the storm drain profiles and the controlling backwater effect of tidal conditions. Under the proposed conditions, these stabilizing conditions would remain the same, and no additional scour or erosion is expected based on the minor changes in discharge rates.</p> <p><b>Long-Term Projects</b></p> <p>Impacts of long-term project erosion are comparable to those discussed above under near-term projects therefore impacts are potentially significant.</p>	<p><b>Near-Term Projects</b></p> <p>Refer to Mitigation Measure 4.11.1</p> <p><b>Long-Term Projects</b></p> <p>Refer to Mitigation Strategy 4.11.1</p>	<p><b>Near-Term Projects</b></p> <p>Implementation of Mitigation Measure 4.11.1 would reduce erosion impacts during construction to <b>below a level of significance.</b></p> <p><b>Long-Term Projects</b></p> <p>Implementation of Mitigation Strategy 4.11.1 would reduce erosion impacts during construction to <b>below a level of significance.</b></p>
Cumulative Impacts to Hydrology and Water Quality	<p>Current and future development of projects within the same watershed as the Del Mar Fairgrounds may cause cumulative impacts to drainage, hydrology, and water quality. The Fairgrounds property is located at the downstream portion of the watershed and in an area that is primarily built out. Future redevelopment of adjacent properties that are currently developed would not cumulatively increase the amount of impervious surface area and runoff draining to the San Dieguito River to any significant degree. Some cumulative projects will result in the preservation of existing open space areas as pervious surface area. For example, the San Dieguito Lagoon Restoration Project is located southeast of the Fairgrounds and will commit a large area along the San Dieguito River to permanent open space. In addition, Mitigation Measure 4.6.7 will lead to the restoration of</p>	<p>No additional mitigation is required.</p>	<p><b>Less than significant.</b></p>

**Table 1.B: Summary of Project Environmental Impacts, Mitigation Measures, and Residual Impacts**

Threshold of Significance	Impacts	Mitigation Measures	Level of Significance after Mitigation
	<p>the South Lot on the Fairgrounds site as permanent open space.</p> <p>Any future development projects within the Fairgrounds itself or within the influence of the project site would require compliance with all regulatory agencies governing water quality, including the implementation of the appropriate Site Design/LID, source control, and treatment control measures to reduce water quality impacts. Compliance with this project and any future projects in the watershed with the implementing programs of the San Diego County Municipal Permit, Small MS4 Permit, the CCC, and the General Construction Permit constitute compliance with a regional mitigation program intended to address cumulative water quality impacts and to ensure reduction of those potential impacts are less than significant.</p>		
<b>4.12 PUBLIC SERVICES AND UTILITIES</b>			
<p>4.12.1 Result in substantial adverse physical impacts associated with the provision of or need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services including:</p> <p>i) Fire Protection</p>	<p><b>Near-Term Projects</b></p> <p>Construction of the hotel and exhibit hall structures would cause a significant impact to the Del Mar Fire Department's (DMFD) facility by requiring relocation of the City of Del Mar's existing fire station off site. Relocation of the fire station has been incorporated into the proposed project as a near-term project, and a site has been identified off site across the San Dieguito River at the corner of Jimmy Durante Boulevard and San Dieguito Drive, also know as Parcels 30/31. Relocation of the DMFD to Parcels 30/31 would allow the Fire Department to maintain similar response times to the project site and other calls within the City of Del Mar since the site would be in close proximity to the existing location (less than 1,000 ft away). Parcels 30/31 are currently developed with an occupied commercial structure, parking lot, and concrete foundations, and the property is neither owned by the 22nd DAA nor the City of Del Mar. Acquisition of the property and relocation of the existing business would be required. Therefore impacts are potentially significant and mitigation is required reduce impacts of relocating the proposed fire station site off-site to a property currently privately</p>	<p><b>Near-Term Projects</b></p> <p>Refer to Mitigation Measures 4.1.3 and 4.1.4.</p>	<p><b>Near-Term Projects</b></p> <p>Implementation of Mitigation Measures 4.1.3 and 4.1.4 reduces the potentially significant impact of removing the existing fire station because the measures ensure that the existing fire station will not be demolished until the new replacement station is operational. If Mitigation Measures 4.1.3 and 4.1.4 cannot be implemented for any reason (the measures are not wholly within the control of the 22nd DAA), then the existing fire station will not be relocated off site, the existing fire station would continue to operate, and the potential adverse effect to the provision of fire protection services will be avoided. Therefore, the proposed near-term projects would have a <b>less than significant impact</b> on fire protection services after mitigation.</p>

**Table 1.B: Summary of Project Environmental Impacts, Mitigation Measures, and Residual Impacts**

Threshold of Significance	Impacts	Mitigation Measures	Level of Significance after Mitigation
	<p>owned.</p> <p>Furthermore, the near-term projects have the potential to increase service calls to the project site; however, the Fire Department determined that the proposed projects would not necessitate additional staff and equipment. Also the DMFD has entered into a mutual aid agreement with nearby fire protection agencies (Cities of San Diego, Encinitas, Solana Beach, and Rancho Santa Fe) and these agencies can assist the DMFD with an increase of service calls. Therefore, the proposed near-term projects have a less than significant impact on fire protection services and equipment.</p> <p><b>Long-Term Projects</b></p> <p>The long-term projects are not expected to increase either the average or maximum number of on-site visitors and personnel. Implementation of the multilevel parking structure, Horseman’s Village, vehicle wash rack, truck tunnel, and improvements to the Backstretch Area would not cause significant impacts to fire protection services; therefore, impacts are less than significant and no mitigation is required.</p>	<p><b>Long-Term Projects</b></p> <p>No mitigation is required.</p>	<p><b>Long-Term Projects</b></p> <p><b>Less than significant.</b></p>
<p>ii) Police Protection</p>	<p><b>Near-Term Projects</b></p> <p>The 22nd DAA uniformed security guards provide an around-the-clock security patrol of the facilities and monitor the buildings and fire alarm systems. Temporary security staff provide armed and event management security and crowd management staff for the 22nd DAA. The San Diego County Sheriff’s Department will also provide police protection to the project site on an as-needed basis.</p> <p>The nature of the proposed project would not result in a significant need for additional staff, facilities, equipment, or other emergency services related to police protection. The proposed projects are anticipated to result in an extension in response times to calls for service and additional traffic and parking issues during construction of the near-term projects. The San Diego County Sheriff’s Department would be able to serve the proposed project at the same levels provided prior to project implementation, and impacts are less than significant to police protection as a result of project</p>	<p><b>Near-Term Projects</b></p> <p>No mitigation is required.</p>	<p><b>Near-Term Projects</b></p> <p><b>Less than significant.</b></p>

**Table 1.B: Summary of Project Environmental Impacts, Mitigation Measures, and Residual Impacts**

Threshold of Significance	Impacts	Mitigation Measures	Level of Significance after Mitigation
	<p>implementation.</p> <p><b>Long-Term Projects</b></p> <p>The long-term projects are not expected to increase either the average or maximum number of on-site visitors and personnel. Implementation of the multilevel parking structure, Horseman’s Village, vehicle wash rack, truck tunnel, and improvements to the Backstretch Area would not cause significant impacts to police protection services; therefore, impacts are less than significant and no mitigation is required.</p>	<p><b>Long-Term Projects</b></p> <p>No mitigation is required.</p>	<p><b>Long-Term Projects</b></p> <p><b>Less than significant.</b></p>
<p>iii) Schools</p>	<p><b>Near-Term Projects</b></p> <p>Using generation rates provided by the school districts, it is estimated that the proposed project would generate approximately 20 K–6 students (Del Mar Union School District) and approximately 45 7–12 students (San Dieguito Unified High School District). Based on current enrollment and capacity at the schools in both districts, it appears the schools would have sufficient capacity to serve students generated by the proposed project. Furthermore, the 22nd DAA plans to own and operate the hotel and Health Club/Sports Training Facility. As a state agency, the 22nd DAA is not subject to school fees for its facilities. Although the proposed project would not result in significant impacts to existing schools, payment of school fees may be required for the proposed hotel/condominiums and fire station as a result of application of local zoning and building regulations. Therefore, impacts are less than significant.</p> <p><b>Long-Term Projects</b></p> <p>The long-term projects are not expected to increase either the average or maximum number of on-site visitors and personnel. Implementation of the multilevel parking structure, Horseman’s Village, vehicle wash rack, truck tunnel, and improvements to the Backstretch Area would not cause significant impacts to schools; therefore, impacts are less than significant and no mitigation is required.</p>	<p><b>Near-Term Projects</b></p> <p>No mitigation is required.</p> <p><b>Long-Term Projects</b></p> <p>No mitigation is required.</p>	<p><b>Near-Term Projects</b></p> <p><b>Less than significant.</b></p> <p><b>Long-Term Projects</b></p> <p><b>Less than significant.</b></p>

**Table 1.B: Summary of Project Environmental Impacts, Mitigation Measures, and Residual Impacts**

Threshold of Significance	Impacts	Mitigation Measures	Level of Significance after Mitigation
iv) Parks	<p><b>Near-Term Projects</b></p> <p>The proposed project would not induce population growth that would generate an increased demand for recreational facilities (see Section 4.13, Recreation, in this EIR, for additional discussion on existing recreational facilities and impacts). Therefore, impacts are less than significant and no mitigation is required. Although the proposed project would not result in significant impacts to existing parks, payment of recreation fees may be required for the proposed condominiums as a result of the application of the City’s Subdivision regulations.</p> <p><b>Long-Term Projects</b></p> <p>The long-term projects are not expected to increase either the average or maximum number of on-site visitors and personnel. Implementation of the multilevel parking structure, Horseman’s Village, vehicle wash rack, truck tunnel, and improvements to the Backstretch Area would not cause significant impacts to parks; therefore, impacts are less than significant and no mitigation is required.</p>	<p><b>Near-Term Projects</b></p> <p>No mitigation is required.</p> <p><b>Long-Term Projects</b></p> <p>No mitigation is required.</p>	<p><b>Near-Term Projects</b></p> <p><b>Less than significant.</b></p> <p><b>Long-Term Projects</b></p> <p><b>Less than significant.</b></p>
v) Transit	<p><b>Near-Term Projects</b></p> <p>The North County Transit District’s (NCTD) geographical service area encompasses the project site, and while the proposed near-term projects may increase the attendance of on-site visitors and personnel during the interim season, they would not significantly increase the daily maximum number of on-site visitors and personnel; therefore, the near-term projects would not cause adverse effects on NCTD’s or Amtrak’s ability to provide service to the region, and no mitigation is required. Therefore, impacts are less than significant and no mitigation is required.</p> <p><b>Long-Term Projects</b></p> <p>Implementation of the seasonal train platform project would allow direct access to the project site and may increase train ridership. The seasonal train platform is intended to provide convenient rail service directly to the Fairgrounds site during the Fair and Race Meet. The increased use of train service during the Fair and Race</p>	<p><b>Near-Term Projects</b></p> <p>No mitigation is required.</p> <p><b>Long-Term Projects</b></p> <p>No mitigation is required.</p>	<p><b>Near-Term Projects</b></p> <p><b>Less than significant.</b></p> <p><b>Long-Term Projects</b></p> <p><b>Less than significant.</b></p>

**Table 1.B: Summary of Project Environmental Impacts, Mitigation Measures, and Residual Impacts**

Threshold of Significance	Impacts	Mitigation Measures	Level of Significance after Mitigation
	<p>Meet is expected to reduce the number of cars driven to these events by providing an efficient, cost-effective, and highly convenient alternative to driving and parking for major events. An estimation of the number of vehicle trips that can be saved with the provision of the seasonal train platform will be made when more specifics of the proposal are known and the seasonal train platform undergoes project-level review. However, this increase in ridership is not expected to be at a level that would require new or physically altered governmental facilities, and is therefore less than significant and no mitigation is required.</p>		
<p>4.12.2 Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board</p>	<p><b>Near-Term Projects</b></p> <p>The 22nd DAA has implemented measures (see Section 4.11, Hydrology and Water Quality) to eliminate the discharge of process wastewater from the CAFO production areas at Del Mar Fairgrounds through the combination of the several practices.</p> <p>In February 2008, the 22nd DAA filed a Report of Waste Discharge (ROWD), Nutrient Management Plan (NMP), and National Pollution Discharge Elimination System (NPDES) application to the San Diego RWQCB to obtain water discharge requirements specific to Concentrated Animal Feeding Operation (CAFO) discharges. The application and NMP are currently under review by the San Diego RWQCB. Once approved by the San Diego RWQCB, the BMPs and operations outlined in the NMP will be incorporated into the current Industrial SWPPP and Phase II SWMP, once developed; therefore, the proposed near-term projects meet the wastewater treatment requirements of the San Diego RWQCB. No impacts would occur, and no mitigation is required.</p> <p><b>Long-Term Projects</b></p> <p>The 22nd DAA will meet the requirements of the San Diego RWQCB in effect at the time projects are implemented. Therefore, no impacts would occur regarding wastewater treatment requirements, and no programmatic impact avoidance and mitigation strategies are required.</p>	<p><b>Near-Term Projects</b></p> <p>No mitigation is required.</p> <p><b>Long-Term Projects</b></p> <p>No mitigation is required.</p>	<p><b>Near-Term Projects</b></p> <p><b>No impact.</b></p> <p><b>Long-Term Projects</b></p> <p><b>No impact.</b></p>

**Table 1.B: Summary of Project Environmental Impacts, Mitigation Measures, and Residual Impacts**

Threshold of Significance	Impacts	Mitigation Measures	Level of Significance after Mitigation
<p>4.12.3 Require or result in the construction of new water or wastewater treatment or collection facilities or expansion of existing facilities, the construction of which could cause significant environmental effects</p>	<p><b>Near-Term Projects</b></p> <p>The proposed near-term projects include demolition of existing water and sewer lines within the footprint of the proposed hotel and exhibit hall structures; however, these lines will be replaced during construction and no other improvements, realignments, or relocations of the City of San Diego or City of Del Mar connections are anticipated.</p> <p><b>Water.</b> Implementation of the proposed near-term projects would require compliance with State laws regarding water conservation measures, including pertinent provisions of Title 20 and Title 24 of the California Government Code regarding the use of water-efficient appliances. In addition, the proposed projects will be constructed to meet LEED-NC Silver certification including measures to reduce water consumption (see Section 4.16 Greenhouse Gases and Energy in this EIR for more information. Nevertheless, the proposed near-term projects would result in an increase in water demand for the Cities of San Diego and Del Mar compared to existing conditions. Recent water supply legislation ensures that water supply issues are thoroughly considered as part of the environmental review process. Under Water Supply/CEQA legislation enacted in 2001 (SB 610), if a Lead Agency determines that any project (as broadly defined under the Water Code) is subject to CEQA, it must comply with the water supply assessment procedure as detailed in the State Water Code; however, SB 610 only applies to cities and counties. Therefore, because the 22nd DAA is a State agency (not a city or county), a Water Supply Assessment is not required under SB 610.</p> <p>The Water Authority, from which both the City of San Diego and the City of Del Mar purchase water, believes that adequate documentation is available to demonstrate the availability of water to meet projected demand through 2030 (see Section 4.12, Public Services and Utilities, for additional details). While the increased demand from implementation of the Master Plan projects would not be reflected in the 2030 projections (297,000 acre-feet per year (AFY) with conservation [i.e., low flow toilets] or 350,000 AFY without conservation), the incremental increase in demand as a</p>	<p><b>Near-Term Projects</b></p> <p>See PDF GHG-1 and Mitigation Measure 4.16.7.</p>	<p><b>Near-Term Projects</b></p> <p>With implementation of PDF GHG-1 requiring LEED-NC Silver certification for the Master Plan projects, implementation of Mitigation Measure 4.16.7 and compliance with Title 20 and Title 24 of the California Government Code regarding the use of water-efficient appliances, the project impacts on water supplies and water entitlements would be <b>less than significant</b>.</p>

**Table 1.B: Summary of Project Environmental Impacts, Mitigation Measures, and Residual Impacts**

Threshold of Significance	Impacts	Mitigation Measures	Level of Significance after Mitigation
	<p>result of the Master Plan projects is very small in the context of the projected demand for the region in 2030. The estimated average annual water demand for the near-term project is approximately 25 million gallons per year (approximately 76 AFY). Therefore, with implementation of PDF GHG-1 requiring LEED-NC Silver certification for the Master Plan projects, implementation of Mitigation Measure 4.16.7 and compliance with Title 20 and Title 24 of the California Government Code regarding the use of water-efficient appliances, the project impacts on water supplies and water entitlements would be less than significant.</p> <p><b>Wastewater.</b> Based on the results of the Preliminary Sewer Study (Fusco Engineering 2009) prepared for the proposed project, the proposed project is estimated to generate a net increase in sewer demand of 0.045 mgd or 31 gpm. Near-term projects that will result in increased sewer loads include the proposed hotel, the proposed Health Club/Sports Training Facility, and the increased floor area included in the replacement structures such as the exhibit halls, administration building, and maintenance buildings.</p> <p>In a response letter for the Notice of Preparation for the proposed project (dated April 29, 2008), the City of San Diego stated that it would be able to adequately serve the wastewater needs for the proposed projects.</p> <p>According to the Memorandum of Understanding (MOU) between the City of Del Mar and the 22nd DAA, project-generated wastewater will not exceed the agreed-upon capacity of the sewer delivery system and therefore will not require the construction of new sewer infrastructure. Additionally, it will not result in disruption of service or adversely impact the City of Del Mar's capacity to serve the surrounding area.</p> <p><b>Long-Term Projects</b></p> <p>The proposed long-term projects are not expected to result in significant increase in water or wastewater. Impacts to water and wastewater services as a result of long-term projects would be less than significant.</p>	<p><b>Long-Term Projects</b></p> <p>No mitigation is required.</p>	<p><b>Long-Term Projects</b></p> <p><b>Less than significant</b></p>

**Table 1.B: Summary of Project Environmental Impacts, Mitigation Measures, and Residual Impacts**

<b>Threshold of Significance</b>	<b>Impacts</b>	<b>Mitigation Measures</b>	<b>Level of Significance after Mitigation</b>
4.12.4 Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects	<p><b>Near-Term Projects</b></p> <p>Construction of new on-site storm drain systems would be required as part of implementing the near-term projects in the 2008 Master Plan. These alterations would be designed to provide necessary capacity for storm water runoff. However, the larger drainage areas would remain the same for the entire project site, and runoff would continue to drain generally from northeast to southwest, discharging at the existing discharge points. Given that the projects would generally be replacing one impervious surface for another, only minor increases to on and off site flows would occur. Construction of each of the projects will comply with the requirements of the San Diego RWQCB in effect at the time of project implementation. Therefore, impacts of the planned storm water drainage systems to the environment are considered less than significant, and no mitigation is required.</p> <p><b>Long-Term Projects</b></p> <p>Impacts of the long-term projects to planned storm water drainage systems are the same as those discussed above under near-term projects. Impacts are less than significant and no mitigation is required.</p>	<p><b>Near-Term Projects</b></p> <p>No mitigation is required.</p> <p><b>Long-Term Projects</b></p> <p>No mitigation is required.</p>	<p><b>Near-Term Projects</b></p> <p><b>Less than significant</b></p> <p><b>Long-Term Projects</b></p> <p><b>Less than significant</b></p>
4.12.5 Exceed the water supply of existing entitlements and resources, or require new or expanded entitlements	<p><b>Near-Term Projects</b></p> <p>Refer to the discussion above for Threshold 4.12.3.</p> <p><b>Long-Term Projects</b></p> <p>Refer to the discussion above for Threshold 4.12.3.</p>	<p><b>Near-Term Projects</b></p> <p>No mitigation is required.</p> <p><b>Long-Term Projects</b></p> <p>No mitigation is required.</p>	<p><b>Near-Term Projects</b></p> <p><b>Less than significant.</b></p> <p><b>Long-Term Projects</b></p> <p><b>Less than significant.</b></p>
4.12.6 Result in a determination by the wastewater treatment provider which serves or may serve the project that does not have adequate capacity to serve the project's projected demand in addition to the provider's existing commitments	<p><b>Near-Term Projects</b></p> <p>Refer to the discussion above for Threshold 4.12.3.</p> <p><b>Long-Term Projects</b></p> <p>Refer to the discussion above for Threshold 4.12.3.</p>	<p><b>Near-Term Projects</b></p> <p>No mitigation is required.</p> <p><b>Long-Term Projects</b></p> <p>No mitigation is required.</p>	<p><b>Near-Term Projects</b></p> <p><b>Less than significant.</b></p> <p><b>Long-Term Projects</b></p> <p><b>Less than significant.</b></p>
4.12.7 Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs	<p><b>Near-Term Projects</b></p> <p>The proposed near-term projects would result in solid waste generation during construction of the near-term</p>	<p><b>Near-Term Projects</b></p> <p>See Mitigation Measure 4.16.13.</p>	<p><b>Near-Term Projects</b></p> <p>Implementation of Mitigation Measure 4.16.13 would reduce impacts from construction-related waste to <b>less</b></p>

<sup>1</sup> CIWMB (2008). Countywide Profile for San Diego County. Web site: <http://www.ciwmb.ca.gov/Profiles/County/CoProfile1.asp?COID=37>, accessed June 10, 2008.

**Table 1.B: Summary of Project Environmental Impacts, Mitigation Measures, and Residual Impacts**

Threshold of Significance	Impacts	Mitigation Measures	Level of Significance after Mitigation
	<p>projects and operation of projects that do not currently generate solid waste (i.e., hotel and Health Club/Sports Training Facility).</p> <p>The California Integrated Waste Management Board (CIWMB) estimates that commercial uses in San Diego County generate an average of 8 pounds/employee/day.<sup>1</sup> The 22nd DAA estimates that near-term projects would increase the number of employees by 433 full-time equivalent (FTE) employees; therefore, prior to implementation of existing recycling programs, operation of the near-term projects would be anticipated to generate approximately 632 tons per year (tpy) of solid waste. The Fairgrounds collects and hauls solid waste from the project except during the Thoroughbred Race Meet, when a contract hauler is used. The Fairgrounds brings solid waste to the Miramar Landfill, which is operated by the City of San Diego. The Miramar Recycling Center is located at the landfill.</p> <p>As discussed above, the Del Mar Fairgrounds has established a “zero waste” goal. The Del Mar Fairgrounds achieved a 91.3 percent (over 41 million pounds) diversion rate for its solid waste in 2005. The “zero waste” policy would apply to all proposed buildings and uses on the Fairgrounds site, including the proposed hotel. If a 91.3 percent diversion rate is applied to the project solid waste generation, the proposed near-term projects would result in an anticipated disposal rate of 55 tpy. Continuation of the 22nd DAA’s “zero waste” policy would apply to operation of the proposed near-term projects as included in the Sustainability Component in Section 3.5.3 of this EIR. The County of San Diego accounted for a gradual increase in waste generation and disposal needs on a Countywide basis. If no additional in-county physical capacity is added, the County is estimated to possibly run out of physical waste disposal capacity in approximately 2016.<sup>1</sup> Near-term Master Plan projects are anticipated to be completed by 2014. The waste disposal requirements of the proposed project at build out of the near-term project would be less than 0.01 percent of the total waste</p>		<p>than significant.</p>

<sup>1</sup> County of San Diego Department of Public Works. San Diego Integrate Waste Management Plan Countywide Siting Element. 2005 5-year Revision Final. 2005.

**Table 1.B: Summary of Project Environmental Impacts, Mitigation Measures, and Residual Impacts**

Threshold of Significance	Impacts	Mitigation Measures	Level of Significance after Mitigation
	<p>disposal capacity in the County in 2017. Although the proposed project would generate waste that would require disposal capacity, it would be at levels within the existing service capacity of regional disposal sites at build out. Therefore, operation of the near-term projects would have a less than significant impact on solid waste disposal needs.</p> <p>However, construction of the near-term projects would generate additional solid waste and result in potentially significant impacts and mitigation is required to reduce construction-related waste.</p> <p>Solid waste practices in California are governed by multiple federal, State, and local agencies that enforce legislation and regulations that ensure that landfill operations minimize impacts to public health and safety and the environment. The California Integrated Waste Management Act of 1989, enacted through AB 939 and modified by subsequent legislation, required all California cities and counties to implement programs to reduce, recycle, and compost at least 50 percent of waste by 2000 (PRC Section 41780). For the biennial review for 2005/2006, the last year for which information is available, the Cities of Del Mar and San Diego were in full compliance with waste diversion goals set by the State of California. In addition, the Fairgrounds achieved a 91.3 percent waste diversion rate in 2005.</p> <p><b>Long-Term Projects</b></p> <p>The proposed long-term project uses are not anticipated to generate high levels of solid waste. The proposed long-term projects would be operated by the same employees as the near-term projects. No growth in the number of employees is expected as a result of the proposed long-term projects. However, construction related waste could have a potentially significant impact therefore mitigation is required to ensure the 22nd DAA implements recycling and waste diversion so the long-term projects would not cause a significant project impact on the City of San Diego Landfills.</p>	<p><b>Long-Term Projects</b></p> <p>See Mitigation Measure 4.16.13.</p>	<p><b>Long-Term Projects</b></p> <p>Implementation of Mitigation Measure 4.16.13 would reduce impacts from construction-related waste to <b>less than significant.</b></p>

**Table 1.B: Summary of Project Environmental Impacts, Mitigation Measures, and Residual Impacts**

Threshold of Significance	Impacts	Mitigation Measures	Level of Significance after Mitigation
4.12.8 Comply with federal, State, and local statutes and regulations related to solid waste including the California Integrated Waste Management Act of 1989, AB 75 and AB 939	<p><b>Near-Term Projects</b>                      Refer to the discussion above for Threshold 4.12.7.</p> <p><b>Long-Term Projects</b>                      Refer to the discussion above for Threshold 4.12.7.</p>	<p><b>Near-Term Projects</b>                      No mitigation is required.</p> <p><b>Long-Term Projects</b>                      No mitigation is required.</p>	<p><b>Near-Term Projects</b>                      Less than significant.</p> <p><b>Long-Term Projects</b>                      Less than significant.</p>
Cumulative Impacts to Public Services and Utilities	<p><b>Fire Protection.</b> As stated earlier in this section, the DMFD confirmed that the project requires relocation of the existing fire station off site. The DMFD anticipates cumulative demand in order to plan for overall service. Therefore, the DMFD determination that additional equipment is required to provide adequate service includes consideration of area demand in light of cumulative planned or anticipated projects; therefore, implementation of Mitigation Measures 4.1.3 and 4.1.4 would reduce projects impacts to less than significant. No cumulative impacts would occur, and no additional mitigation is required.</p> <p><b>Law Enforcement.</b> Any future projects will likely include specific features designed to reduce impacts on police protection services and may be assessed additional mitigation measures specific to the given project's impacts. The need for additional police protection services associated with cumulative growth will be addressed through the annual budgeting process, when budget adjustments may be made to meet changes in service demand. Therefore, the project's incremental contribution to cumulative impacts to law enforcement is considered less than significant.</p> <p><b>Transit.</b> The proposed project is not expected to have a significant impact on the provision of transit services in San Diego County or the area surrounding the project site. Any increase that does result from implementation of the proposed project would be incidental and not cumulatively considerable because transit services would not be adversely impacted by the proposed project. Therefore, the project's incremental contribution to cumulative transit impacts is considered less than significant.</p> <p><b>Water.</b> Although the proposed project and future</p>	See Mitigation Measures 4.1.3 and 4.1.4.	The proposed project's incremental contribution to cumulative waste disposal shortfalls is considered to be <b>significant and unavoidable</b> until such time as additional landfill capacity has been secured

**Table 1.B: Summary of Project Environmental Impacts, Mitigation Measures, and Residual Impacts**

Threshold of Significance	Impacts	Mitigation Measures	Level of Significance after Mitigation
	<p>planned projects may increase demand for potable water, there is sufficient water supplies to compensate for increased demand through 2030. The City of San Diego Long-Range Water Resources Plan (2002–2030) identifies the demand in 2030 to be approximately 297,000 AFY with conservation and 350,000 AFY without conservation. The estimated average annual water demand for the near-term projects is approximately 25 million gallons (76 AFY). Therefore, the proposed project’s incremental contribution to regional water supply is not considerable. With implementation of the Sustainability Commitments of the Master Plan (Section 3.5.3 of this EIR) and Mitigation Measure 4.16.9 requiring implementation of the EPA’s WaterSense Program, the project’s contribution to water demand is further reduced, and the project’s contribution to cumulative water supply impacts would be less than significant. No significant cumulative impacts on potable water services are expected to occur as a result of project implementation.</p> <p><b>Wastewater.</b> The near-term and long-term projects have a cumulative significant unavoidable impact on wastewater facilities because there is a potential for new development or redevelopment projects within the two sewer tributaries, and all these developments may cumulatively require capacity enhancement. No enhancement plans are currently programmed.</p> <p><b>Landfill.</b> As discussed above, the proposed project would have a less than significant impact on landfills. Implementation of the Sustainability Commitments of the Master Plan (Section 3.5.3 of this EIR) and Mitigation Measure 4.16.17 would further reduce effects.</p> <p>However, if no additional in-county physical capacity is added, the County may exhaust physical waste disposal capacity in approximately 2016. At this time expansion plans at the Sycamore Sanitary Landfill and construction of the Gregory Canyon Landfill are uncertain. Until such time that additional long-term capacity becomes available, the County is facing a possible waste disposal capacity shortfall. The County could possibly account for physical capacity shortfalls within the county by exporting waste; however, the continued availability of</p>		

**Table 1.B: Summary of Project Environmental Impacts, Mitigation Measures, and Residual Impacts**

Threshold of Significance	Impacts	Mitigation Measures	Level of Significance after Mitigation
	<p>out-of-county disposal sites is not known, and other disposal sites may or may not become available in the future. After implementation of the Sustainability Commitments of the Master Plan and Mitigation Measure 4.16.17, the proposed project is anticipated to generate approximately 219 tpy of waste, which is less than 0.01 percent of the total estimated waste disposal demand in the County in 2017. Although this would not be a significant project impact, the proposed project's incremental contribution to cumulative waste disposal capacity shortfalls could be significant and adverse if the County does not secure additional long-term landfill capacity. Regional landfill capacity decisions and permitting are outside the control of the 22nd DAA. The 22nd DAA furthered the objective of providing adequate regional landfill capacity by aggressively reducing its waste stream. However, for the purpose of this EIR, the proposed project's incremental contribution to cumulative waste disposal shortfalls is considered to be significant and unavoidable until such time as additional landfill capacity has been secured.</p>		
<b>4.13 RECREATION</b>			
<p>4.13.1 Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated</p>	<p><b>Near-Term Projects</b></p> <p>Some of the near-term projects proposed in the Master Plan (Health Club/Sports Training Facility, new exhibit hall, widening the turf track, and hotel) could potentially result in increased visitor use of the site and increased employment at the Fairgrounds; however, the proposed projects do not include new permanent housing that would result in new residents using local parks and recreation facilities. It is anticipated that the hotel will result in an increase of 413 full-time equivalent (FTE) employees, and Health Club/Sports Training Facility will result in 30 FTE employees at the project site. No change in the number of employees is associated with the relocated fire station or replacement 22nd DAA administrative office. Also, it is anticipated that hotel guests will avail themselves of on-site recreation amenities, including the hotel pool and Del Mar Racetrack, and result in minimal increase use of local parks. Although some of the on-site employees and hotel guests may use adjacent recreation amenities, including</p>	<p><b>Near-Term Projects</b></p> <p>No mitigation is required.</p>	<p><b>Near-Term Projects</b></p> <p><b>Less than significant.</b></p>

**Table 1.B: Summary of Project Environmental Impacts, Mitigation Measures, and Residual Impacts**

Threshold of Significance	Impacts	Mitigation Measures	Level of Significance after Mitigation
	<p>near -by portions of the Coast to Crest Trail, they are not expected to do so in numbers that would result in substantial deterioration of this new regional facility. Other near-term are improvements to the existing operations of the Fairgrounds and will not result in an increased number of employees. Instead, these projects will provide more modern and efficient facilities for use by the existing employees. Although the proposed project would not result in significant impacts to the existing park, payment of recreation fees may be required for the proposed condominium units as a result of application of the City's Subdivision regulations. The proposed near-term projects would not cause an increase in use or physical deterioration of off-site recreational facilities as a result of project implementation, therefore the impacts are less than significant and no mitigation is required.</p> <p><b>Long-Term Projects</b></p> <p>Similar to the near-term projects, implementation of the proposed long-term projects would not result in increased use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated.</p> <p>The proposed long-term projects are intended to enhance the visitor and user experience. Visitor experience would be enhanced through improved accessibility by alternative modes with an on-site rail platform and by car with visitor parking in a consolidated parking structure. These improvements will not result in an increase in the number of employees on site but will provide more modern and efficient facilities for use by existing employees. While the long-term projects could potentially result in increased visitor use of the site, the off-site recreational opportunities available in the Cities of Del Mar, San Diego, and Solana Beach would not be adversely impacted by the proposed long-term projects of the Fairgrounds. The proposed long-term projects would not result in a significant impact to off site recreation facilities, therefore impacts are less than significant and no mitigation is required.</p>	<p><b>Long-Term Projects</b></p> <p>No mitigation is required.</p>	<p><b>Long-Term Projects</b></p> <p><b>Less than significant.</b></p>

**Table 1.B: Summary of Project Environmental Impacts, Mitigation Measures, and Residual Impacts**

Threshold of Significance	Impacts	Mitigation Measures	Level of Significance after Mitigation
<p>4.13.2 Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.</p>	<p><b>Near-Term Projects</b></p> <p>Implementation of the proposed near-term projects include the following recreation components: the construction of three rooftop playing fields incorporated with the construction of a modern exhibit building to replace the facilities being demolished; and construction of a 60,000 sf Health Club/Sports Training Facility; and expansion to existing recreational opportunities (i.e., widening of the turf track). In addition to the near-term projects, the 22nd DAA has approved a roof structure for the existing arena, and the 22nd DAA continues to worked cooperatively with the San Dieguito River JPA to implement a trail along the river between Jimmy Durante Boulevard and I-5; the portion of the trail near the Fairgrounds was completed in 2008. Implementation and operation of the proposed Master Plan, including the recreation components listed above, is expected to result in potential significant impacts presented in the topical sections of this EIR (e.g., Sections 4.7, Biological Resources; 4.8, Geology and Soils; and 4.9, Hazards and Hazardous Materials, among others). The near-term projects are intended to improve the existing Fairgrounds recreational facilities of the project site and do not require the construction or expansion of recreational facilities off site that might have an adverse physical effect on the environment. Therefore, impacts are less than significant and no mitigation for impacts to recreation uses is required.</p> <p><b>Long-Term Projects</b></p> <p>Implementation and operation of the proposed long-term projects are expected to result in significant impacts presented in the other topical sections of this EIR. The long-term projects are intended to serve and enhance the existing Fairgrounds recreational facilities at the project site and do not include off-site recreational facilities or require the construction or expansion of off-site recreational facilities that might have an adverse physical effect on the environment. Therefore, impacts are less than significant and no mitigation for impacts to recreation uses is required.</p>	<p><b>Near-Term Projects</b></p> <p>No mitigation is required.</p> <p><b>Long-Term Projects</b></p> <p>No mitigation is required.</p>	<p><b>Near-Term Projects</b></p> <p><b>Less than significant.</b></p> <p><b>Long-Term Projects</b></p> <p><b>Less than significant.</b></p>

**Table 1.B: Summary of Project Environmental Impacts, Mitigation Measures, and Residual Impacts**

Threshold of Significance	Impacts	Mitigation Measures	Level of Significance after Mitigation
Cumulative Recreation Impacts	The proposed project, together with other projects, would not contribute to significant cumulative impacts on parks and recreation facilities in the surrounding area. There would be no increase in the permanent residential population as a result of implementation of associated with the near-term or long-term projects; thus, no permanent increase in needed recreational facilities would be associated with the project. The planned recreational components of the proposed projects are intended to promote the Fairgrounds as a multiuse facility emphasizing agriculture, education, entertainment, and recreation, thus enhancing the visitor experience. Therefore, the proposed project's incremental contribution to recreation impacts is not cumulatively considerable. Implementation of the proposed projects would not result in a significant cumulative impact to existing recreation facilities in the Cities of Del Mar, San Diego, and Solana Beach.	No mitigation is required.	<b>Less than significant.</b>
<b>4.14 AGRICULTURAL RESOURCES</b>			
4.14.1 Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to nonagricultural use;	<p><b>Near-Term Projects</b></p> <p>Implementation of the proposed near-term projects will not result in the conversion of Significant Farmland to nonagricultural uses. The project site is currently developed and includes active an approximate 300-acre Fairgrounds and Racetrack facilities. The Fairgrounds project site is bound by land designated Other Land (Highway 101, railroad tracks, and the Pacific Ocean) to the west, Other Land and Urban Built-Up Land (San Dieguito River, open space, and commercial land) to the south, Other Land and Urban Built-up Land (Interstate 5 [I-5], Commercial/Residential, and open space) to the east, and Urban Built Up Land (Via de la Valle and Commercial/Residential) to the north.</p> <p>The Farmland Mapping and Monitoring Program (FMMP) of the California Resources Agency has not identified Significant Farmland on the project site. Therefore, implementation of the proposed project will neither directly nor indirectly convert Prime Farmland, Farmland of Statewide Importance, or Unique Farmland, otherwise known as "Significant Farmland," into nonagricultural uses. Similarly, the relocated fire station is proposed on a site that is not designated Farmland or used for agricultural purposes. Therefore, the proposed</p>	<p><b>Near-Term Projects</b></p> <p>No mitigation is required.</p>	<p><b>Near-Term Projects</b></p> <p><b>Less than significant impact.</b></p>

**Table 1.B: Summary of Project Environmental Impacts, Mitigation Measures, and Residual Impacts**

Threshold of Significance	Impacts	Mitigation Measures	Level of Significance after Mitigation
	<p>project would result in a less than significant impact related to the conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to nonagricultural uses on the project site.</p> <p><b>Long-Term Projects</b></p> <p>The proposed long-term projects affect the same project site as the near-term projects. There are not existing agricultural uses designated Farmland or Williamson Act contracts on the proposed project site. Therefore, implementation of the long-term projects at the Fairgrounds would result in a less than significant impact related to the conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to nonagricultural use on the project site.</p>	<p><b>Long-Term Projects</b></p> <p>No mitigation is required</p>	<p><b>Long-Term Projects</b></p> <p><b>Less than significant impact.</b></p>
<p>4.14.2 Conflict with existing zoning for agricultural use or a Williamson Act contract; or</p>	<p><b>Near-Term Projects</b></p> <p>The proposed project site is neither subject to nor eligible for a Williamson Act contract and the proposed project does not conflict with existing zoning for agricultural use.</p> <p>While the 22nd DAA is the owner of the project site with the authority for determining allowable uses, the site has also been zoned by the cities in which it resides. The majority of the project site is not zoned for agricultural use; however a portion of the project site in the City of San Diego is zoned AR-1-1, which could accommodate a wide range of agricultural uses while also permitting certain types of development, including residential units. The AR-1-1 zone does also allow a range of active and passive recreation uses, and the Fairgrounds is a conditional use in the AR-1-1 zone.</p> <p>The proposed Master Plan projects that would be located within the City of San Diego include the proposed East Parking Lot improvements, the electronic reader board sign, Health Club/Sports Training Facility, and a multilevel parking structure (long-term). The proposed uses that would be located within the City of San Diego will be on State-owned land and operated by the 22nd DAA. Although these uses are not subject to local zoning and building regulations, the proposed 2008</p>	<p><b>Near-Term Projects</b></p> <p>No mitigation is required.</p>	<p><b>Near-Term Projects</b></p> <p><b>Less than significant impact.</b></p>

**Table 1.B: Summary of Project Environmental Impacts, Mitigation Measures, and Residual Impacts**

Threshold of Significance	Impacts	Mitigation Measures	Level of Significance after Mitigation
	<p>Master Plan does not conflict with the existing City of San Diego zoning for agricultural use. There is no agricultural zoning classification for the portion of the project site within the City of Del Mar; therefore, the proposed 2008 Master Plan does not conflict with the existing City of Del Mar zoning for agricultural use. The proposed project has a less than significant impact with regard to consistency with existing agricultural zoning.</p> <p>Therefore, the proposed project is generally consistent with the intent of the underlying zoning designations. Furthermore, the Fairgrounds is owned and managed by the State of California and is not subject to local zoning requirements. Therefore, the proposed Master Plan does not conflict with the existing zoning for agricultural use and results in a less than significant impact.</p> <p><b>Long-Term Projects</b></p> <p>The proposed long-term projects affect the same project site as the near-term projects. The long-term projects are located in areas zoned as Fairgrounds (FR) and Open Space – Park (OP-1-1). The proposed long-term projects, including the seasonal train platform, the multilevel parking structure, the Horseman’s Village, vehicle wash rack, and new track tunnel would be located in areas zoned for non agricultural use. Therefore, the proposed long-term projects do not create a conflict with existing zoning or a Williamson Act contract and results in a less than significant impact.</p>	<p><b>Long-Term Projects</b></p> <p>No mitigation is required.</p>	<p><b>Long-Term Projects</b></p> <p><b>Less than significant impact.</b></p>
<p>4.14.3 Involve other changes in the existing environment which, due to their location or nature, could result in conversion of the Significant Farmland to nonagricultural use.</p>	<p><b>Near-Term Projects</b></p> <p>There is no Significant Farmland on the project site. The FMMP identifies the majority of the project site as Urban and Built-up Land, with the remaining portions identified as Other Land. The closest areas of designated Farmland are approximately 0.5 mile or more east of I-5.</p> <p>The Fairgrounds will remain a recreational facility with implementation of the near-term projects, and the proposed near-term projects would have no impact to existing uses on the project site, nor would they result in the conversion of Significant Farmland on the project site or in the surrounding areas. Similarly, the relocated fire station is proposed on a site that is not designated Farmland or used for agricultural purposes, and</p>	<p><b>Near-Term Projects</b></p> <p>No mitigation is required.</p>	<p><b>Near-Term Projects</b></p> <p><b>No impact.</b></p>

**Table 1.B: Summary of Project Environmental Impacts, Mitigation Measures, and Residual Impacts**

Threshold of Significance	Impacts	Mitigation Measures	Level of Significance after Mitigation
	<p>construction of a replacement fire station would not lead to conversion of designated Farmland east of I-5.</p> <p><b>Long-Term Projects</b></p> <p>The proposed long-term projects affect the same project site as the near-term projects, and, as stated above, there is no Significant Farmland on the project site. The proposed long-term projects would improve existing conditions and uses at the Fairgrounds and would not lead to the development or change in land that would indirectly result in the conversion of Significant Farmland. Therefore, the proposed long-term projects will result in no impact to the existing uses on the project site, nor will they result in a conversion of Significant Farmland on the project site or in the surrounding areas.</p>	<p><b>Long-Term Projects</b></p> <p>No mitigation is required.</p>	<p><b>Long-Term Projects</b></p> <p><b>No impact.</b></p>
Cumulative Agricultural Resources Impacts	<p>Implementation of the proposed project will not contribute to cumulative Citywide or Countywide conversion of Significant Farmland to nonagricultural uses. The proposed project site is not subject to a Williamson Act contract. Furthermore, the majority of the proposed project is already identified as Urban and Built-Up Land. The land that is zoned AR-1-1 in the City of San Diego is not in active agricultural production and is identified by the FMMP as Urban and Built-Up.</p> <p>The proposed project would not result in the conversion of designated Farmland, would not conflict with a Williamson Act Contract, and would not lead to the conversion of off-site Farmland. The project's conflict with City of San Diego Agricultural Zoning is nominal given the FMMP designation of the affected area as "Urban Built Up." No Significant Farmland exists on the project site. Therefore, the proposed project's incremental contribution to cumulative impacts related to agricultural resources would not be considerable and the proposed project would not result in a significant cumulative impact related to agricultural resources.</p>	No mitigation is required.	<b>Less than significant.</b>

**Table 1.B: Summary of Project Environmental Impacts, Mitigation Measures, and Residual Impacts**

Threshold of Significance	Impacts	Mitigation Measures	Level of Significance after Mitigation
<b>4.15 MINERAL RESOURCES</b>			
4.15.1 Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the State	<p><b>Near-Term Projects</b></p> <p>No known commercially valuable mineral resources exist on or near the project site, including the proposed fire station property. The project site is classified by the California Department of Conservation, Division of Mines and Geology as being located in MRZ-1, indicating that no known significant mineral deposits are present on site. Development of the near-term projects such as the hotel, exhibit halls, fire station, East Parking Lot improvements, and Solana Gate improvements will not preclude access to mineral resources, as no mineral resources are known or anticipated to occur on site. Therefore, implementation of the proposed near-term projects would not result in the loss of availability of known mineral resources that would be considered valuable to the region or the residents of the State. The project would result in a less than significant impact related to availability of mineral resources or mineral resource recovery sites, and no mitigation is required.</p> <p><b>Long-Term Projects</b></p> <p>There are no significant mineral deposits present on site. Development of the long-term projects such as the seasonal train platform and multilevel parking structure will not preclude access to mineral resources, as no mineral resources are known or anticipated to occur on site. Therefore, implementation of the proposed long-term projects would result in a less than significant impact related to the availability of mineral resources or mineral resource recovery sites.</p>	<p><b>Near-Term Projects</b></p> <p>No mitigation is required.</p> <p><b>Long-Term Projects</b></p> <p>No mitigation is required.</p>	<p><b>Near-Term Projects</b></p> <p><b>Less than significant impact.</b></p> <p><b>Long-Term Projects</b></p> <p><b>Less than significant impact.</b></p>
4.15.2 Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan	<p><b>Near-Term Projects</b></p> <p>Refer to the discussion above for Threshold 4.15.1.</p> <p><b>Long-Term Projects</b></p> <p>Refer to the discussion above for Threshold 4.15.1.</p>	<p><b>Near-Term Projects</b></p> <p>No mitigation is required.</p> <p><b>Long-Term Projects</b></p> <p>No mitigation is required.</p>	<p><b>Near-Term Projects</b></p> <p><b>No impact.</b></p> <p><b>Long-Term Projects</b></p> <p><b>No impact.</b></p>
Cumulative Mineral Resources Impacts	The cumulative study area for mineral resources consists of: (1) the area that could be affected by proposed project activities; and (2) the areas affected by other projects whose activities could directly or indirectly affect the availability of a commercially valuable or	No mitigation is required.	<b>Less than significant.</b>

**Table 1.B: Summary of Project Environmental Impacts, Mitigation Measures, and Residual Impacts**

Threshold of Significance	Impacts	Mitigation Measures	Level of Significance after Mitigation
	<p>locally important mineral resource on the project site. The analysis above indicated that no significant mineral deposits are located on site. For this reason, the project will not cause any incremental contribution to cumulative impacts related to mineral resources, and therefore it is not cumulatively considerable. No mitigation is required.</p>		
<b>4.16 Greenhouse Gases and Energy</b>			
<p>Cumulative Greenhouse Gases and Energy Impacts                      4.16.1 Results in an increase in GHG emissions above current levels for the project site.</p>	<p>Climate change is a global environmental problem; therefore, this study addresses climate change as a cumulative impact.</p> <p>The proposed Master Plan projects will result in the replacement of older, less efficient structures with more energy-efficient buildings. However, the net increase in building area and increase in vehicular trips will result in a net increase in GHG emissions compared to existing conditions and the project has the potential to result in significant impacts; therefore mitigation is required.</p>	<p>See Mitigation Measures 4.3.2-4.3.4 and 4.3.14-4.3.17.</p> <p><b>Mitigation Measure 4.16.1:</b> Prior to initiation of construction, the project plans and specifications shall include a statement that delivery of construction equipment and materials will be scheduled such that queuing of trucks on and off site shall be minimized. The requirement will be implemented by the contractor and verified by the 22nd District Agricultural Association (DAA).</p> <p><b>Mitigation Measure 4.16.2:</b> Prior to initiation of construction, the project plans and specifications shall include a statement that on-road construction trucks and other vehicles greater than 10,000 pounds shall be shut off when not in use and shall not idle for more than 5 minutes. The requirement will be implemented by the contractor and verified by the 22nd District Agricultural Association (DAA).</p> <p><b>Mitigation Measure 4.16.3:</b> Prior to initiation of construction, the project plans and specifications shall include a statement that, to the extent feasible, all diesel- and gasoline-powered construction equipment shall be replaced with equivalent electric equipment. The requirement will be implemented by the contractor and verified by the 22nd District Agricultural Association (DAA).</p> <p><b>Mitigation Measure 4.16.4:</b> Prior to initiation of construction, the project engineer shall demonstrate that the design of the proposed buildings or structures incorporates ENERGY STAR-rated, energy-efficient T-8 high-output fixtures, and/or compact fluorescent and other comparable energy-saving lighting fixtures.</p>	<p>Implementation of LEED-NC Silver certification standards, project components, and mitigation measures cannot fully offset the emissions resulting from implementation of the Master Plan. Therefore, the total GHG emissions for the proposed project exceed current levels of emissions for the site, are considered to be cumulatively considerable, and could result in a <b>significant cumulative effect</b>.</p>

**Table 1.B: Summary of Project Environmental Impacts, Mitigation Measures, and Residual Impacts**

Threshold of Significance	Impacts	Mitigation Measures	Level of Significance after Mitigation
		<p>Documentation of compliance with this measure shall be provided by the project engineer to the State Architect. Installation of the identified design features or equipment will be confirmed by the California Construction Authority (CCA) prior to issuance of a certificate of occupancy.</p> <p><b>Mitigation Measure 4.16.5:</b> Prior to initiation of construction for a specific facility, the project engineer shall demonstrate that the design of the proposed buildings or structures incorporates enhanced insulation such that heat transfer and thermal bridging is minimized in structures that will be mechanically heated and/or cooled. Documentation of compliance with this measure shall be provided to the State Architect for review and approval. Installation of the identified design features or equipment will be conducted by the contractor and confirmed by the California Construction Authority (CCA) prior to issuance of a certificate of occupancy.</p> <p><b>Mitigation Measure 4.16.6:</b> Prior to issuance of a certificate of occupancy, the 22nd District Agricultural Association (DAA) and the Project Engineer will document, and the California Construction Authority (CCA) or third-party commissioner will verify, installation of the identified design features or equipment designed to limit air leakage through the structure or within the heating and cooling distribution system to minimize energy consumption in structures that will be mechanically heated and/or cooled.</p> <p><b>Mitigation Measure 4.16.7:</b> Prior to initiation of construction, the 22nd Agricultural Association (DAA) shall demonstrate that the design of the proposed buildings or structures incorporates United States Environmental Policy Agency (EPA) WaterSense Program water-efficient products (bathroom sink faucets, low-flush urinals, dual-flush toilets, etc.) Documentation of compliance with this measure shall be provided to the California Construction Authority (CCA) for review and approval. Installation of the identified design features or equipment will be confirmed by the CCA prior to issuance of certificate of occupancy.</p>	

**Table 1.B: Summary of Project Environmental Impacts, Mitigation Measures, and Residual Impacts**

Threshold of Significance	Impacts	Mitigation Measures	Level of Significance after Mitigation
		<p><b>Mitigation Measure 4.16.8:</b> Prior to initiation of construction, the project engineer shall demonstrate that the design of the proposed buildings or structures that will be mechanically heated and/or cooled incorporates space heating and cooling equipment that meets or exceeds ENERGY STAR-rated standards. Documentation of compliance with this measure shall be provided by the project engineer to the State Architect. Installation of the identified design features or equipment will be confirmed by the California Construction Authority (CCA) prior to issuance of a certificate of occupancy.</p> <p><b>Mitigation Measure 4.16.9:</b> Prior to initiation of construction, the project engineer shall demonstrate that the proposed buildings or structures incorporate appliances that meet or exceed the ENERGY STAR-rated standards. Documentation of compliance with this measure shall be provided by the project engineer to the State Architect for review and approval. Installation of the identified design features or equipment will be confirmed by the California Construction Authority (CCA) prior to issuance of a certificate of occupancy.</p> <p><b>Mitigation Measure 4.16.10:</b> Prior to initiation of construction, the project engineer shall demonstrate that the design of proposed buildings or structures considered includes installation/operation of renewable electric generation systems. Documentation of compliance with this measure shall be provided by the project engineer to the State Architect for review and approval. Installation of the identified design features or equipment will be confirmed by the California Construction Authority (CCA) prior to issuance of a certificate of occupancy.</p> <p><b>Mitigation Measure 4.16.11:</b> The 22nd District Agricultural Association (DAA) shall require, through posting of signage and other means, that on-road delivery trucks and other vehicles greater than 10,000 pounds shall be shut off when not in use and shall not idle for more than 5 minutes.</p>	

**Table 1.B: Summary of Project Environmental Impacts, Mitigation Measures, and Residual Impacts**

Threshold of Significance	Impacts	Mitigation Measures	Level of Significance after Mitigation
		<p><b>Mitigation Measure 4.16.12:</b> Prior to the preparation of construction plans for new stable structures, the 22nd District Agricultural Association (DAA) and Del Mar Thoroughbred Club will evaluate the feasibility of incorporating solar panels in the new construction.</p> <p><b>Mitigation Measure 4.16.13:</b> Prior to the demolition of existing facilities, the 22nd District Agricultural Association (DAA) will prepare a Building Materials Recycling Plan to identify how demolished building materials can be reused on site.</p> <p><b>Mitigation Measure 4.16.14:</b> The 22nd District Agricultural Association (DAA) shall require that the hotel swimming pool be heated with solar heating, as reflected in the building plans prior to the initiation of construction. The State Architect will verify compliance, and the California Construction Authority (CCA) will confirm implementation during construction.</p> <p><b>Mitigation Measure 4.16.15:</b> The 22nd District Agricultural Association (DAA) will ensure that construction plans for the new administration building include bicycle racks and temporary storage lockers, as reflected in the building plans prior to the issuance of construction permits. The State Architect will verify compliance, and the California Construction Authority (CCA) will confirm implementation during construction.</p> <p><b>Mitigation Measure 4.16.16:</b> The 22nd District Agricultural Association (DAA) will offer reduced parking rates and/or preferential parking for electric and hybrid vehicles at all major events.</p> <p><b>Strategy 4.16.1:</b> Construction of long-term projects will be subject to mitigation measures intended to reduce the emissions of greenhouse gases (GHGs) from construction activity, including but not limited to Mitigation Measures 4.16.1 through 4.16.16 in this Environmental Impact Report (EIR).</p> <p><b>Strategy 4.16.2:</b> The 22nd District Agricultural Association (DAA) will work with the San Diego Association of Governments (SANDAG), the North County Transit District (NCTD), and/or other transit agency to promote the use of alternative modes of</p>	

**Table 1.B: Summary of Project Environmental Impacts, Mitigation Measures, and Residual Impacts**

Threshold of Significance	Impacts	Mitigation Measures	Level of Significance after Mitigation
		<p>transportation to the Fairgrounds site by providing transit-friendly infrastructure.</p> <p><b>Strategy 4.16.3:</b> The 22nd District Agricultural Association (DAA) will monitor the development of implementation requirements of Assembly Bill 32 (AB 32), to be issued by State agencies, and any subsequently adopted greenhouse gas (GHG) emissions reduction procedures and technologies relevant to the proposed project. At the time construction plans are prepared for the long-term projects, the 22nd DAA will review the current status of the State’s comprehensive climate adaptation strategy and any resultant requirements pertaining to infrastructure and building plans.</p>	

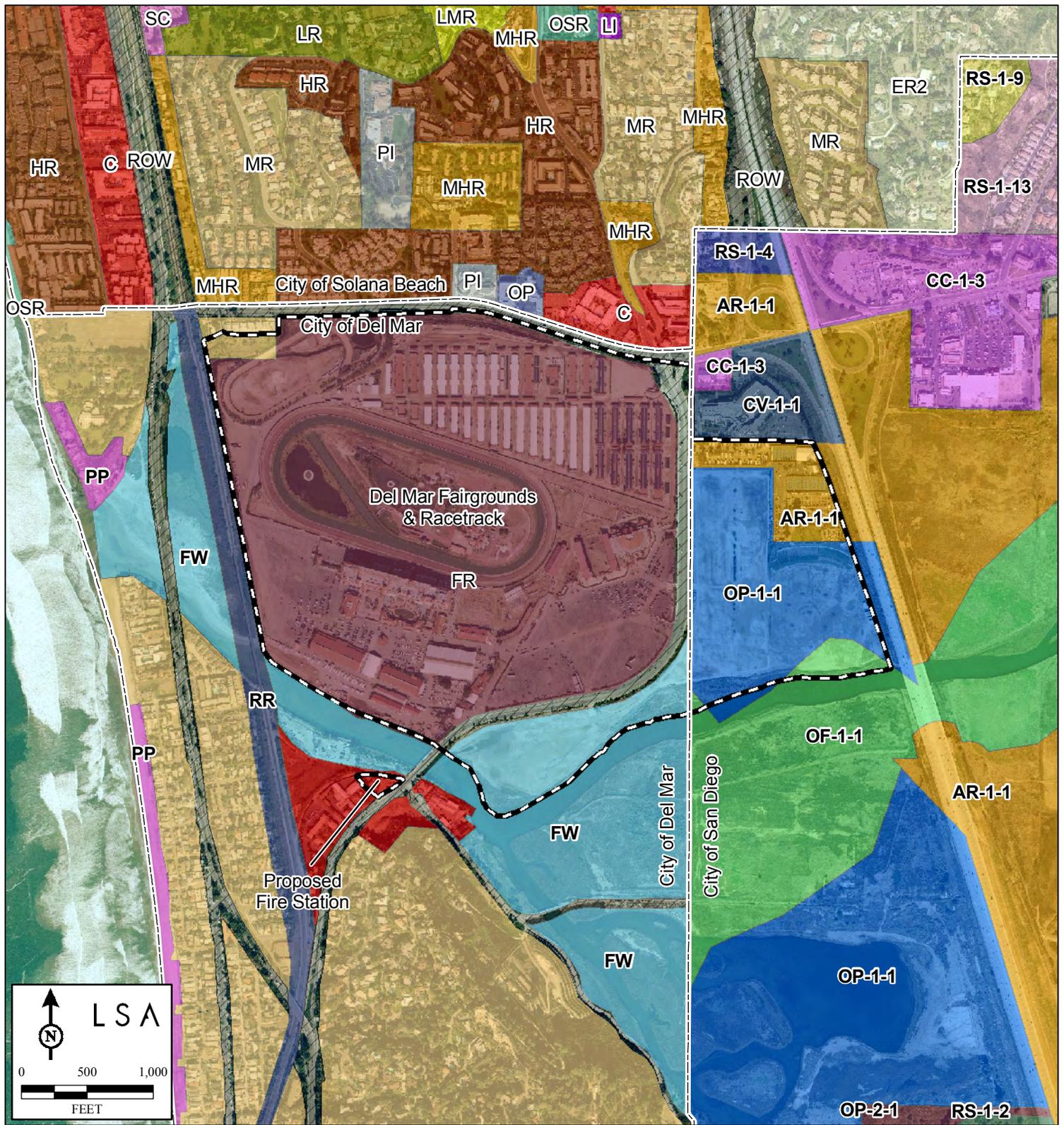
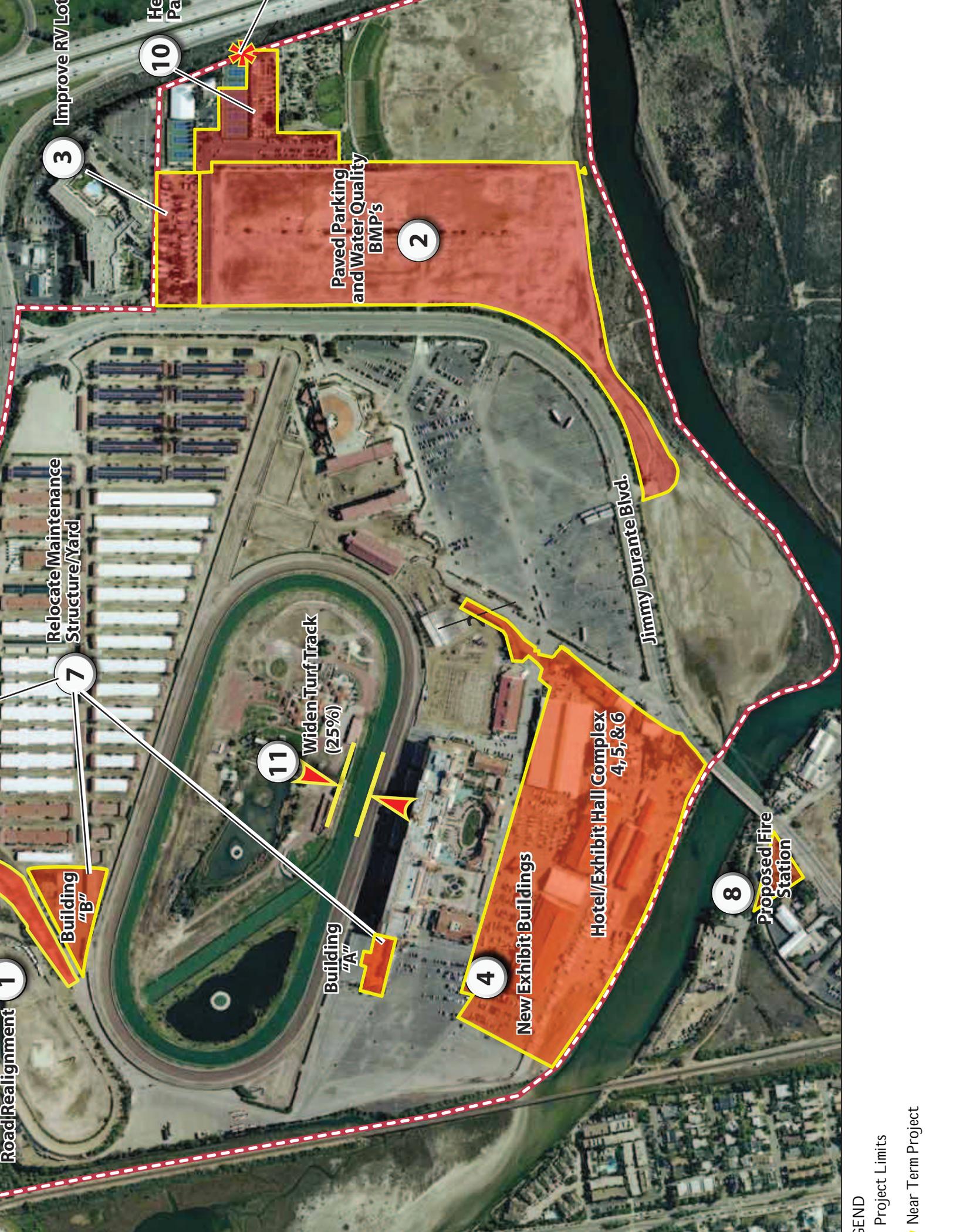


FIGURE 4.1.2

SOURCE: AirPhoto USA (02/06); San Dieguito River Park (02/02); SanGIS (11/06); Zoning, SanGIS (2007General Plan, SANDAG (10-02-07); City of Solana Beach Planning Department (03/07).  
F:\DLM0601\GIS\EIR\_Community\_Jurisdictional\_8x11\_Zoning.mxd ( 5/9/2008 )



1 Road Realignment

2 Building "B"

3 Relocate Maintenance Structure/Yard

4

5 Paved Parking and Water Quality BMP's

6

7

8 Widen Turf Track (25%)

9 Building "A"

10

11 New Exhibit Buildings

12 Hotel/Exhibit Hall Complex 4,5,&6

13

14 Proposed Fire Station

Jimmy Durante Blvd.

BEND

Project Limits

Near Term Project



Backstretch/Area

Vehicle Wash Rack

Horseman's Village/Cafe

Parking Structure

New Truck Tunnel

Seasonal Train Platform

Jimmy Durante Blvd.



BEND

Project Limits

Long Term Project

Location to be Determined

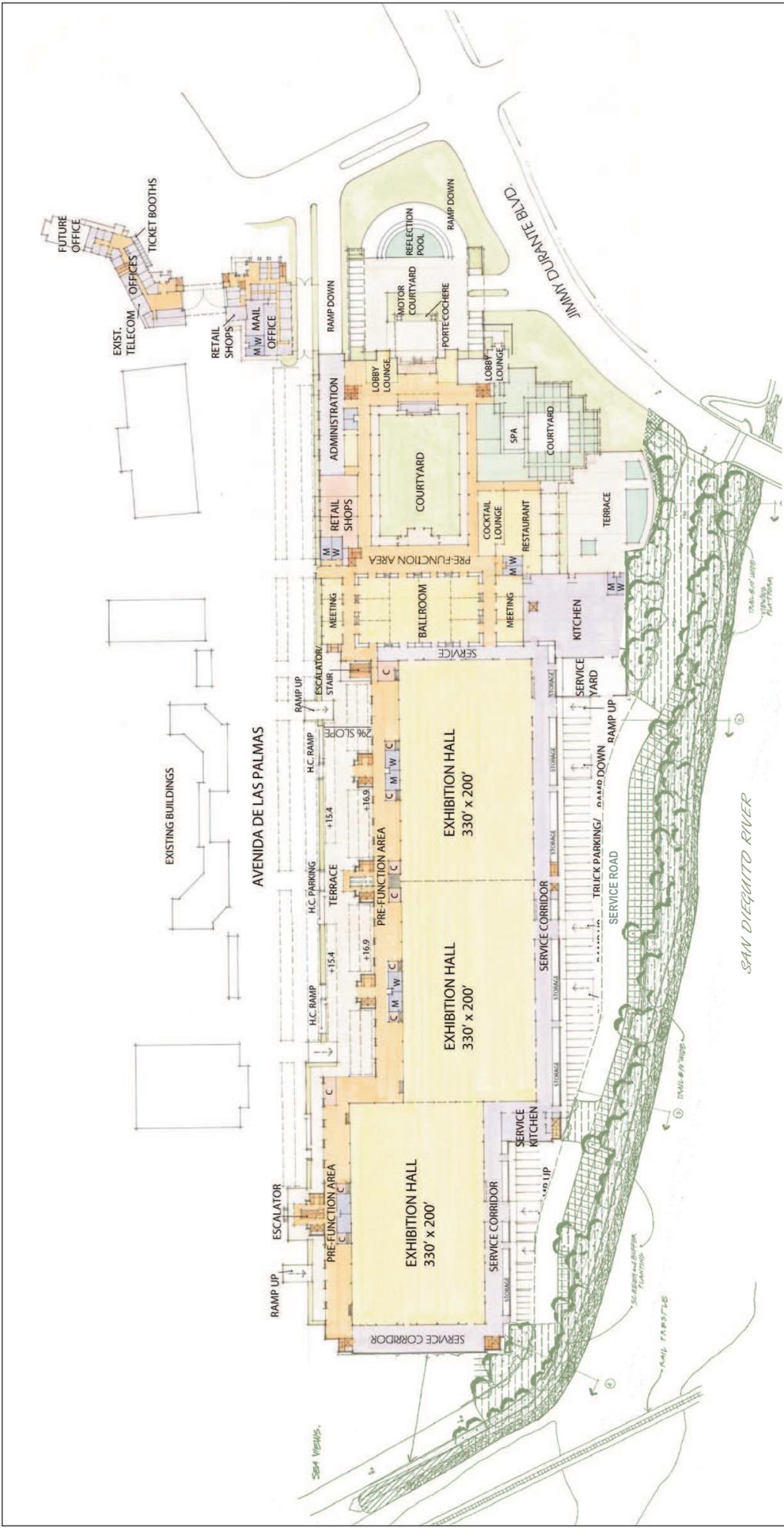


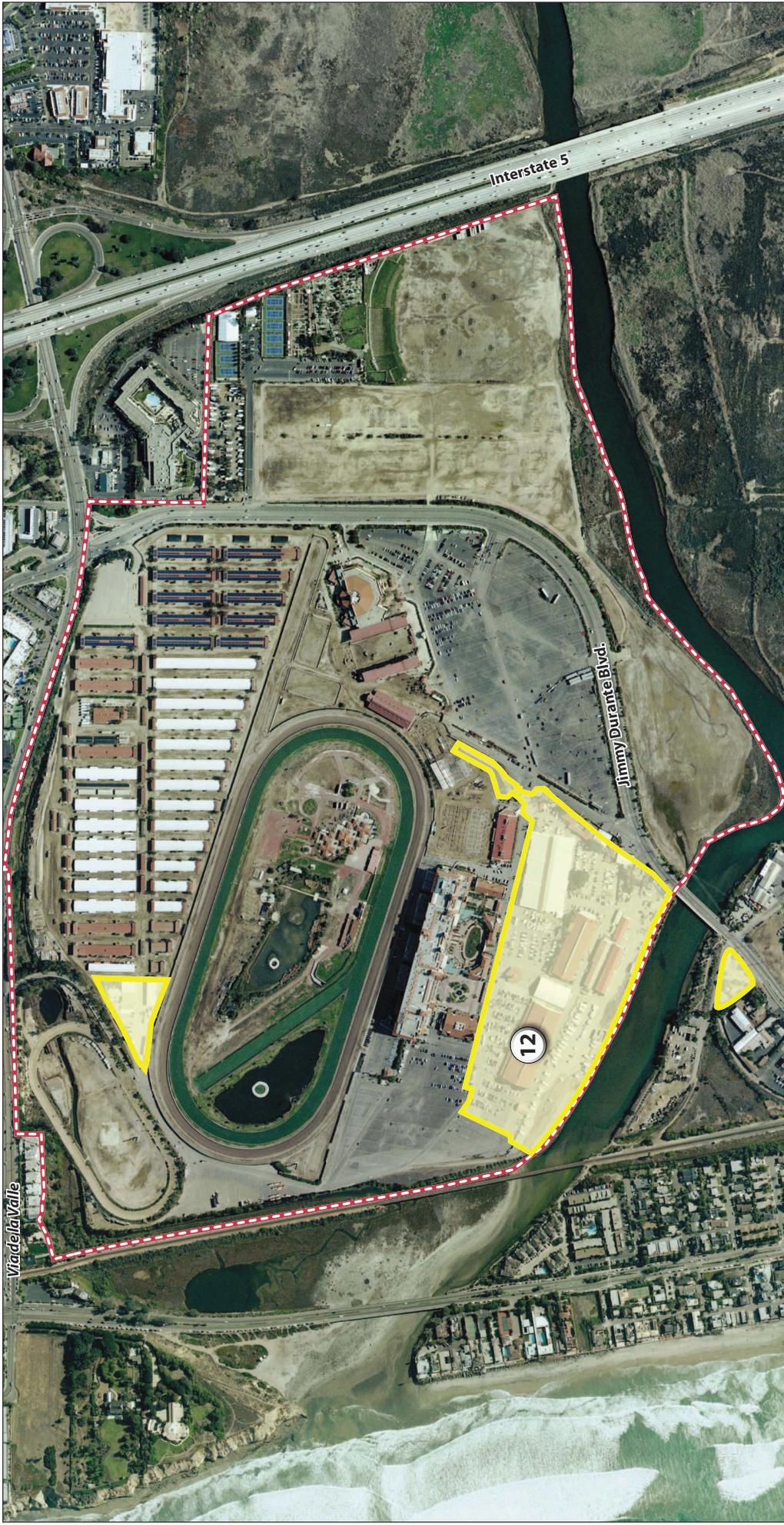
FIGURE 3.9

NOTE: Ground Level Plans

L S A



SOURCE: RNLF and Burton Landscape Architecture Studio  
 E:\DL\0601\GEIR\Hotel Complex.cdr (4/15/09)



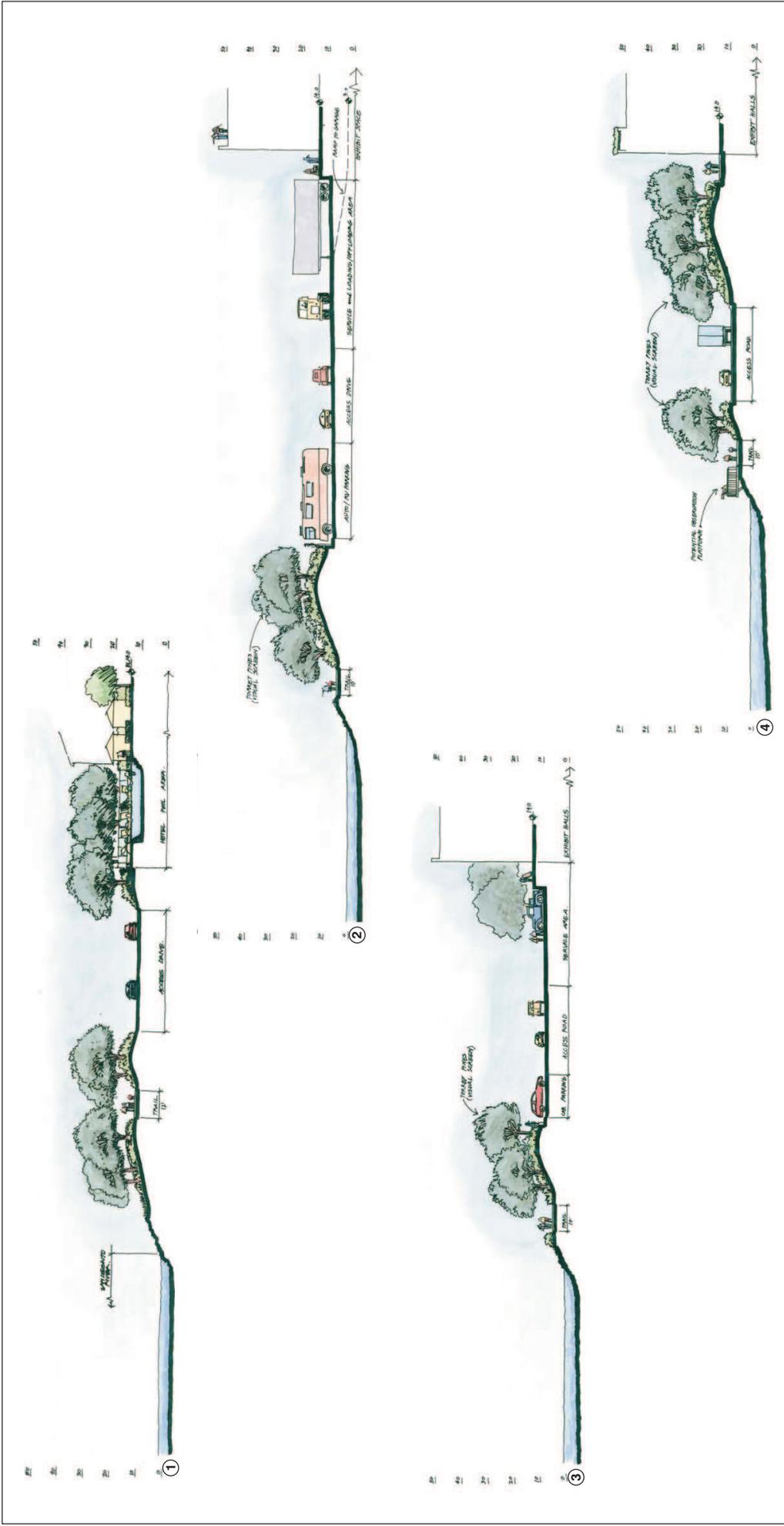
LSA FIGURE 3.18

LEGEND  
 PROJECT LIMITS  
 DEMOLITION

0 235 470  
 FEET

SOURCE: Aerial: AirphotoUSA (2006); SanGIS (2006)  
 E:\DL\M0601\GIER\Demolition.ai (2/27/09)

Del Mar Fairgrounds Master Plan EIR  
 Facilities to be Demolished or Relocated



LSA FIGURE 3.10c