

MINUTE ITEM

This Calendar Item No. C3  
was approved as Minute Item  
No. 3 by the State Lands  
Commission by a vote of 3  
to 0 at its 9/28/83  
meeting.

CALENDAR ITEM

C 0 3 4

9/28/83  
W 23196  
Louie  
PRC 6489

GENERAL PERMIT - PUBLIC AGENCY

APPLICANT: 22nd District Agricultural Association  
Del Mar, California 92014

AGENT: Department of General Services  
Office of Facilities  
Planning and Development  
1125 - 10th Street  
Sacramento, California 95814  
Attention: Mr. Lynn Mitchell

AREA, TYPE LAND AND LOCATION:  
Sovereign land underlying Via de la Valle  
Interchange, Interstate 5, Del Mar, San  
Diego County.

LAND USE: Modification of road improvements.

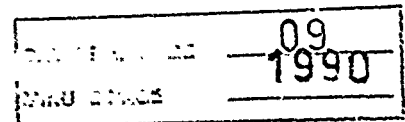
TERMS OF PROPOSED PERMIT:  
Initial period: One-year from October 1,  
1983.

CONSIDERATION: The public benefit, with the State reserving  
the right at any time to set a monetary  
rental if the Commission finds such action  
to be in the State's best interest.

A 75

S 38

-1-



CALENDAR ITEM NO 03 (CONTD)

BASIS FOR CONSIDERATION:

Pursuant to 2 Cal. Adm. Code 2003.

PREREQUISITE TERMS, FEES AND EXPENSES:

Applicant is permittee of upland.

Filing fee and processing costs have been received.

STATUTORY AND OTHER REFERENCES:

- A. P.R.C.: Div. 6, Parts 1 and 2; Div. 13.
- B. Cal. Adm. Code: Title 2, Div. 3; Title 14, Div. 6.

AB 884: 2/15/84.

OTHER PERTINENT INFORMATION:

1. The applicant proposes modifications to on and off ramps within the Via De La Valle - Interstate 5 interchange, and other road improvements to permit the free flow of traffic from Interstate 5 to the Del Mar Fairgrounds and Racetrack.

In addition, to the sovereign land, the project involves rights-of-way owned by the California Department of Transportation and the City and County of San Diego. The 22nd District Agricultural Association has entered into a construction contract with these agencies for the road improvements. This project is the first phase of an overall road improvement project leading into Del Mar Fairgrounds.

2. The annual rental value of the site is estimated to be \$100.
3. A Negative Declaration was prepared and certified by the 22nd District Agricultural Association, pursuant to CEQA and the State CEQA Guidelines. The 22nd District Agricultural Association found that the project will not have a significant effect on the environment.

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4. This project is situated on land identified as possessing environmental values in that the State Lands Commission stated all waterways under the Commission's jurisdiction have environmental significance. Staff finds this project to be compatible with Commission policy.
5. It is anticipated that this permit will be replaced within one-year by a reservation of rights under Section 101.5 of the Streets and Highways Code.

APPROVALS OBTAINED:

California Coastal Commission, California Department of Transportation, City of San Diego and County of San Diego.

FURTHER APPROVALS REQUIRED:

None.

EXHIBITS:

- A. Land Description.
- B. Location Map.
- C. Negative Declaration.

IT IS RECOMMENDED THAT THE COMMISSION:

1. DETERMINE THAT A NEGATIVE DECLARATION HAS BEEN PREPARED FOR THIS PROJECT BY THE 22ND DISTRICT AGRICULTURAL ASSOCIATION.
2. CERTIFY THAT THE COMMISSION HAS REVIEWED AND CONSIDERED THE INFORMATION CONTAINED IN THE NEGATIVE DECLARATION, AND THAT SUCH DOCUMENT MEETS THE REQUIREMENTS OF CEQA.
3. DETERMINE THAT THE PROJECT WILL NOT HAVE A SIGNIFICANT EFFECT ON THE ENVIRONMENT.
4. FIND THAT THIS ACTIVITY IS SITUATED ON LAND IDENTIFIED AS POSSESSING ENVIRONMENTAL VALUES IN THAT THE STATE LANDS COMMISSION FOUND ALL WATERWAYS UNDER THE COMMISSION'S JURISDICTION HAVE ENVIRONMENTAL SIGNIFICANCE, BUT THAT THIS ACTIVITY IS COMPATIBLE WITH THAT FINDING AS IT APPLIES TO THE SUBJECT LAND.
5. AUTHORIZE ISSUANCE TO THE 22ND DISTRICT AGRICULTURAL ASSOCIATION OF A ONE-YEAR GENERAL PERMIT - PUBLIC AGENCY USE, FROM OCTOBER 1, 1983; IN CONSIDERATION OF THE

CALENDAR ITEM NO 03 (CONTD)

PUBLIC BENEFIT, WITH THE STATE RESERVING THE RIGHT  
AT ANY TIME TO SET A MONETARY RENTAL IF THE COMMISSION  
FINDS SUCH ACTION TO BE IN THE STATE'S BEST INTEREST;  
FOR ROAD IMPROVEMENTS ON THE LAND DESCRIBED ON EXHIBIT  
"A" ATTACHED AND BY REFERENCE MADE A PART HEREOF.

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EXHIBIT "A"

LAND DESCRIPTION

W 23196

All that tide and submerged land lying immediately beneath road modifications in the vicinity of the Via De La Valle - Interstate 5 Interchange, Del Mar, San Diego County, California, as such modifications are shown on the county map entitled "RAMPS-INTERSTATE ROUTE 5 AT THE VIA DE LA VALLE INTERCHANGE" (W.O. No. UR1140) on file with the State Lands Commission.

END OF DESCRIPTION

PREPARED AUGUST 29, 1983 BY BOUNDARY AND TITLE UNIT, LEROY WEED, SUPERVISOR

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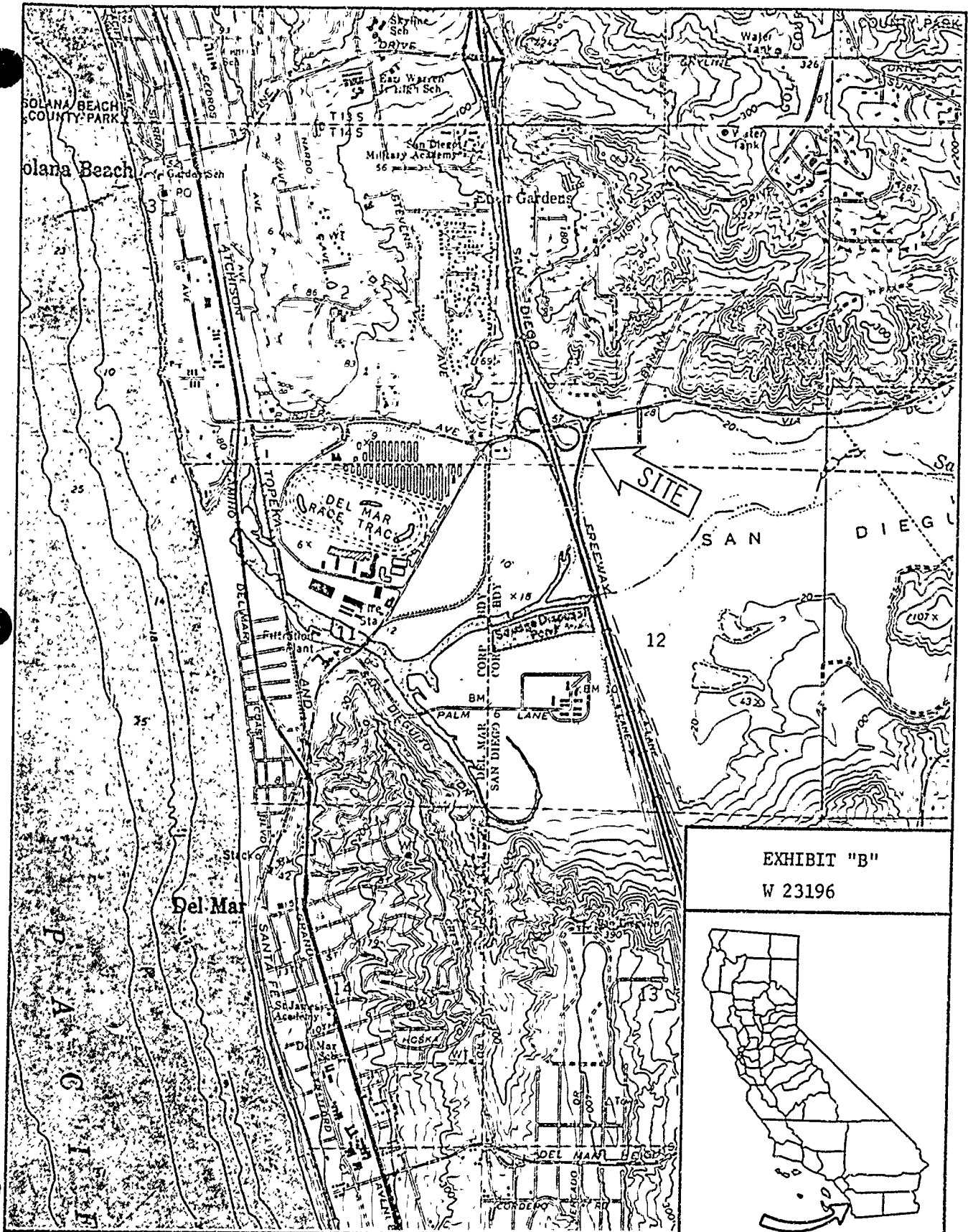


EXHIBIT "B"  
W 23196



Exhibit "C"  
NEGATIVE DECLARATION

W 23196

PURSUANT TO DIVISION 13  
PUBLIC RESOURCES CODE (CALIFORNIA)

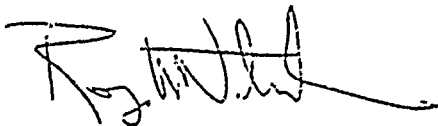
Project Description:

The 22nd District Agricultural Association has contracted with the County of San Diego for the design and the District proposes to construct various road improvement projects. The projects consist of modifications to the off ramps within the Via De La Valle - Interstate 5 Interchange, the widening of Via De La Valle between the Interchange and the north access point to the Del Mar Racetrack and Fairgrounds (Jimmy Durante Boulevard), and the signalization of the ramps and Via De La Valle to permit the free flow of traffic from Interstate 5 to the Fairgrounds.

Findings:

1. Construction of the projects will not substantially impact the geology, soils, climate, wildlife or vegetation in the project area.
2. There will be no significant impact upon property values, local tax base, municipal or social services, cultural resources, or community structure in the area due to the projects.
3. Air and water quality will not be adversely impacted by the projects.
4. The existing transportation systems and traffic circulation - movement will not be adversely impacted by the projects.

Copies of the initial study may be obtained by addressing a request to the preparer: Todd M. Wilson, Office of Facilities Planning and Development, Department of General Services, 1125 Tenth Street, Sacramento, California 95814.



Roger Vitaich  
Manager  
22nd District Agricultural Association

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DATE	1996

CALIFORNIA DEPARTMENT OF GENERAL SERVICES  
INITIAL ENVIRONMENTAL STUDY  
CHECKLIST

Project Title: Del Mar Racetrack and Fairgrounds Traffic  
Mitigation Projects

Study Date: February 25, 1983

DATE	16
YEAR	1997



I. BACKGROUND INFORMATION

A. Name of Project:

Del Mar Racetrack and Fairgrounds Traffic Mitigation Projects,  
San Diego County

B. Project Location (attach graphics if necessary and specify  
USGS Quadrangle Map):

The proposed projects are located within existing City of San Diego  
and State of California right of way north and east of the 225 acre  
Del Mar Fairgrounds and Racetrack, San Diego County (See Map).

C. Project Description (attach graphics if necessary and specify  
local zoning and general plan designations):

The proposed projects consist of modifications to on and off ramps  
within the Via De La Valle - Interstate 5 Interchange, the widening  
of Via De La Valle between the interchange and the north access point  
to the Fairgrounds (Jimmy Durante Blvd.), and the signalization of  
the ramps and Via De La Valle to permit the free flow of traffic from  
Interstate 5 to the Fairgrounds.

D. Project Purpose:

As stated in the Master Plan Environmental Impact Report, the im-  
plementation of the proposed improvements to the Interstate 5 Inter-  
change and Via De La Valle will mitigate the existing traffic congestion  
situation as well as reduce the level of the cumulative area traffic im-  
pacts which will result from the construction of the various Master Plan  
elements.

E. Name, Address and Telephone Number of Contact Person:

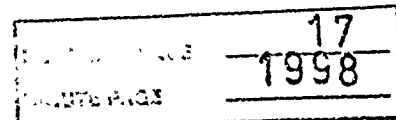
Todd M. Wilson, Senior Planner  
Department of General Services  
Office of Facilities Planning and Development  
1125 Tenth Street  
Sacramento, California 95814 (916) 324-0210

F. Lead Agency:

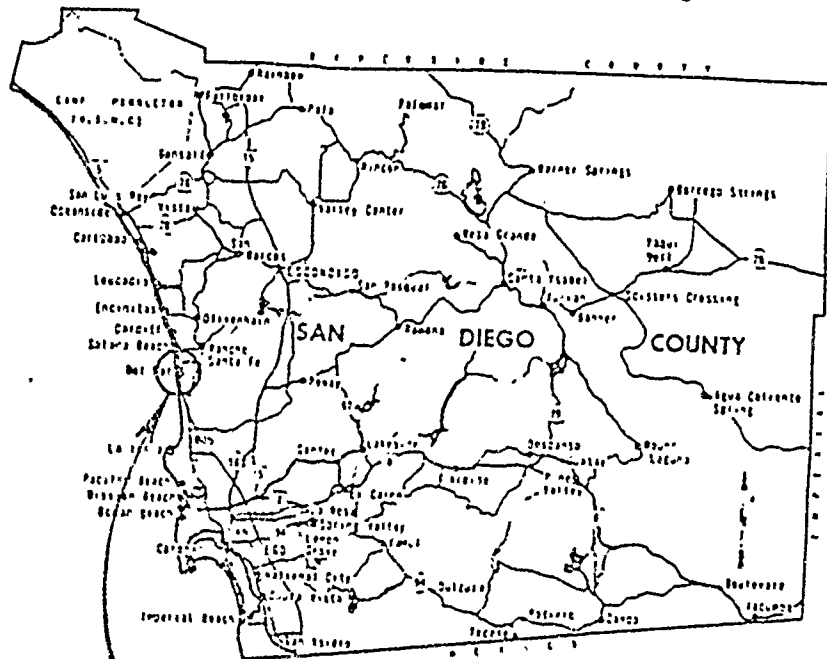
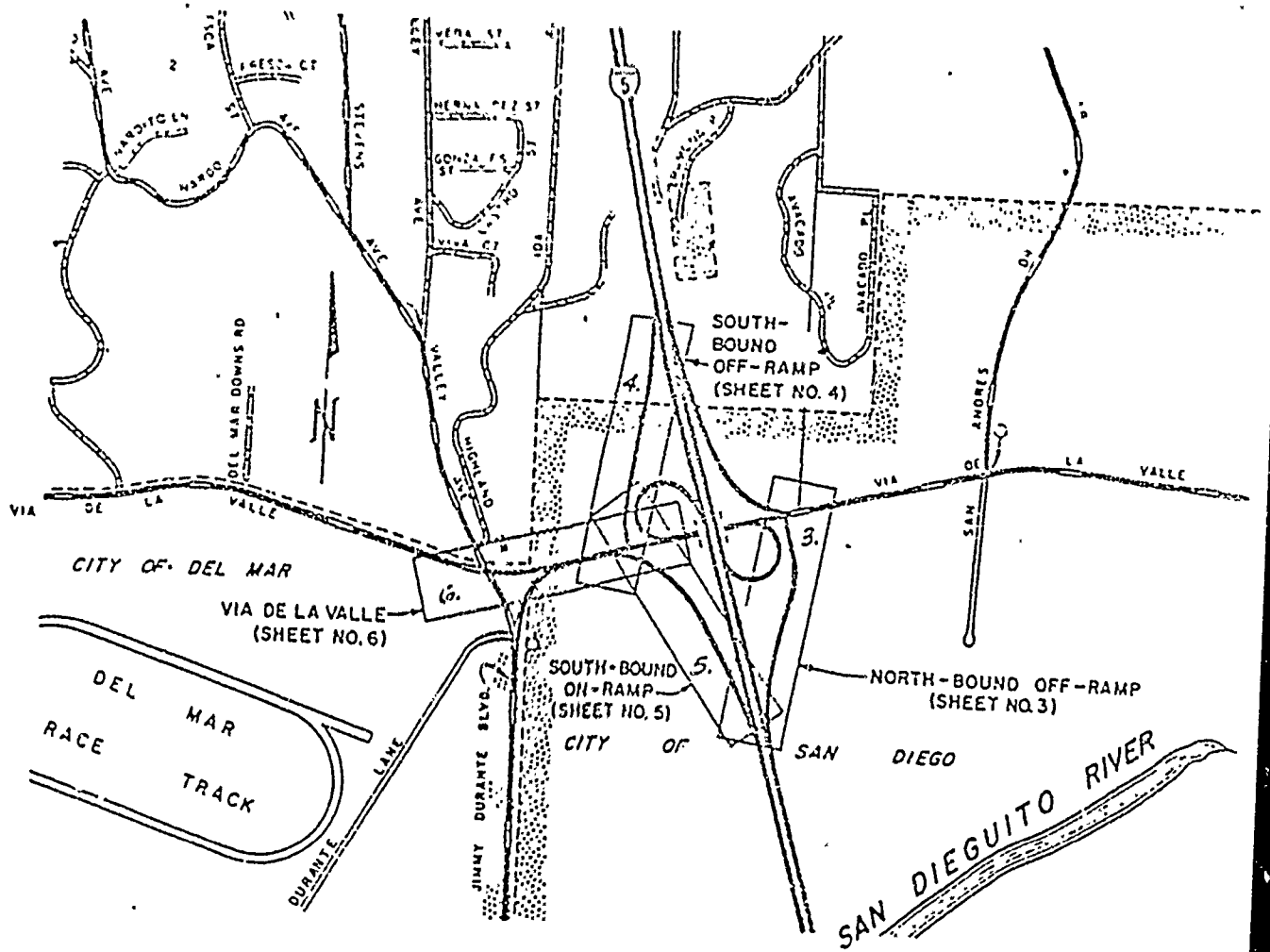
22nd District Agricultural Association  
Del Mar Fairgrounds  
Del Mar, CA 92014  
Roger Vitaich, Manager

G. Responsible Agencies:

State of California, Department of Transportation  
State of California, Coastal Commission  
State of California, State Lands Commission  
City of San Diego  
County of San Diego  
City of Del Mar  
U.S. Army Corps of Engineers



# VIA DE LA VALLE INTERCHANGE



PROJECT LOCATION

18
1999

II. ENVIRONMENTAL PACTS

(Explanation of all "yes" or "maybe" answers are to be given in Section V)

	<u>Yes</u>	<u>Maybe</u>	<u>No</u>
A. <u>Geology</u> . Will the proposal result in:			
1. Unstable earth conditions or changes in geologic substructures?	—	—	<u>X</u>
2. The destruction, covering or modification of any unique geologic or related physical features?	—	—	<u>X</u>
3. An increase in wind or water erosion of geological formations on or off the site?	—	—	<u>X</u>
B. <u>Geomorphology</u> . Will the proposal result in:			
1. Changes in topography or ground surface relief features?	<u>X</u>	—	—
2. Changes in land forming processes?	—	—	<u>X</u>
C. <u>Soils</u> . Will the proposal result in:			
1. Disruptions, displacements, compaction or overcovering of the soil?	<u>X</u>	—	—
2. A loss of nutrients needed for plant life (if plants are to be retained or reintroduced to site)?	—	—	<u>X</u>
3. A change in the rate of wind or water erosion of soils either on or off the site?	<u>X</u>	—	—
4. Changes in deposition or erosion of beach sands, or changes in siltation deposition or erosion which may modify the channel of a river or stream or the bed of the ocean or any bay, inlet or lake?	—	—	<u>X</u>
D. <u>Meteorology/Climate</u> . Will the proposal result in:			
1. A change in the microclimate surrounding the site?	<u>X</u>	—	—

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DATE	2000

	<u>Yes</u>	<u>Maybe</u>	<u>No</u>
2. A change in the general climate of a region?	---	---	<u>X</u>
3. A change in diffusion rates and/or direction?	---	---	<u>X</u>
E. <u>Hydrology</u> . Will the proposal result in:			
1. Changes in currents, or the course or direction of water movements, in either marine or fresh waters?	---	---	<u>X</u>
2. Changes in absorption rates, drainage patterns, or the rate and amount of surface water runoff?	<u>X</u>	---	---
3. Alterations to the course of flow of flood waters?	---	---	<u>X</u>
4. A change in the amount of surface water in any water body?	---	---	<u>X</u>
5. An alteration of the direction or rate of flow of ground waters?	---	---	<u>X</u>
6. A change in the quantity or quality of ground waters, either through direct addition or withdrawal, or through interception of any aquifer by cuts or excavation?	---	---	<u>X</u>
7. A reduction in the amount of water otherwise available for public water supplies?	---	---	<u>X</u>
F. <u>Vegetation</u> . Will the proposal result in:			
1. A change in the diversity of species, or numbers of any species of plants (including trees, shrubs, grass, crops, microflora and aquatic plants)?	<u>X</u>	---	---
2. A reduction of the numbers of any unique, rare or endangered species of plants?	---	---	<u>X</u>
3. Deterioration to the habitat of the plant community. (e.g., reduction of solar input)?	---	---	<u>X</u>

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NO.	2001

	<u>Yes</u>	<u>Maybe</u>	<u>No</u>
4. The introduction of new species of plants into an area, or in a barrier to the normal replenishment of existing species?	<u>X</u>	—	—
5. A reduction in acreage of any agricultural crop?	—	—	<u>X</u>
G. <u>Wildlife</u> . Will the proposal result in:			
1. A change in the diversity of species, or numbers of any species or animals (birds and animals, including reptiles, fish and shellfish, benthic organisms, insects or microfauna)?	—	—	<u>X</u>
2. A reduction of the numbers of any unique, rare or endangered species of animals?	—	—	<u>X</u>
3. The introduction of new species of animals into an area, or result in a barrier to the migration or movement of animals?	—	—	<u>X</u>
4. Deterioration to existing fish or wildlife habitat?	—	—	<u>X</u>
H. <u>Land Use</u> . Will the proposal result in the alteration of or have an effect on the present or planned:			
1. Surface land use in the area (on-site or adjacent)?	<u>X</u>	—	—
2. Sub-surface land use in the area?	<u>X</u>	—	—
3. Air space use in the area?	—	—	<u>X</u>
4. Zoning in the area?	—	—	<u>X</u>
5. Local, State or Federal land use plans or elements to those plans?	—	—	<u>X</u>
I. <u>Land Tenure</u> . Will the proposal result in a change in land ownership (e.g., private to public)?	<u>X</u>	—	—

CASE NUMBER 21  
 DATE 2002

	<u>Yes</u>	<u>Maybe</u>	<u>No</u>
J. <u>Transportation/Circulation.</u> Will the proposal result in:			
1. The generation of additional vehicular movement?	<u>X</u>	_____	_____
2. An impact upon existing transportation systems?	<u>X</u>	_____	_____
3. An increase in traffic hazards to motor vehicles, bicyclists or pedestrians?	_____	_____	<u>X</u>
4. Alterations to present patterns of circulation or movement of people and/or goods?	<u>X</u>	_____	_____
5. Alterations to waterborne, rail or air traffic?	_____	_____	<u>X</u>
6. Effects on existing parking facilities, or demand for new parking?	<u>X</u>	_____	_____
K. <u>History/Archaeology.</u>			
1. Will the proposal result in the alteration of or the destruction of a prehistoric or historic archaeological site?	_____	_____	<u>X</u>
2. Will the proposal result in adverse physical or aesthetic effects to a prehistoric or historic building, structure or object?	_____	_____	<u>X</u>
3. Does the proposal have the potential to cause a physical change which would affect unique ethnic cultural values?	_____	_____	<u>X</u>
4. Will the proposal restrict existing religious or sacred uses within the potential impact area?	_____	_____	<u>X</u>
L. <u>Human Population.</u>			
1. Will the proposal alter the location distribution, density, or growth rate of the human population of an area?	_____	_____	<u>X</u>

	<u>Yes</u>	<u>Maybe</u>	<u>No</u>
2. Will residents have to be relocated because of the project?	—	—	<u>X</u>
3. Will the proposals affect any racial, ethnic, religious, age or physically disabled groups?	—	—	<u>X</u>
4. Will the proposal affect existing housing, or create a demand for additional housing?	—	—	<u>X</u>
5. Has the project been subject to any public controversy?	—	—	<u>X</u>
M. <u>Political and Governmental.</u> Will any political or governmental entities be affected by the proposal?	<u>X</u>	—	—
N. <u>Visual and Aesthetics.</u> Will the proposal result in the obstruction of any scenic vista or view open to the public, or will the proposal result in the creation of an aesthetically offensive site open to public view?	—	—	<u>X</u>
O. <u>Property Values.</u>			
1. Are land acquisition costs above fair market values?	—	—	<u>X</u>
2. Will the project affect land values? (e.g., lowering or raising values.)	—	—	<u>X</u>
P. <u>Tax Base.</u> Will the proposal decrease the tax base of the area? If yes or maybe, what is the current tax rate, appraised value of the subject property, and the loss of tax revenue to local government(s)?	—	—	<u>X</u>
Q. <u>Income.</u> Will the proposal cause any adverse change in income levels of persons or families?	—	—	<u>X</u>
R. <u>Labor Force.</u> Will the proposal:			
1. Eliminate any jobs or positions?	—	—	<u>X</u>
2. Create a demand for jobs which cannot be met in the foreseeable future?	—	—	<u>X</u>

	<u>Yes</u>	<u>Maybe</u>	<u>No</u>
3. Restrict the mobility of a sector of the labor force (e.g., eliminate means of transportation)?	—	—	<u>X</u>
S. <u>Business and Industry.</u> Will the proposal:			
1. Place constraints on business or industry?	—	—	<u>X</u>
2. Cause a decrease in revenues for a business or industry?	—	—	<u>X</u>
3. Require relocation of a business or industry?	—	—	<u>X</u>
4. Place demands on businesses or industries that may induce growth?	—	—	<u>X</u>
T. <u>Government and Social Services.</u>			
1. Will the proposal have an effect upon, or result in a need for new or altered governmental services in any of the following areas:			
a. Fire protection?	—	—	<u>X</u>
b. Police protection?	—	—	<u>X</u>
c. Schools?	—	—	<u>X</u>
d. Parks or other recreational facilities?	—	—	<u>X</u>
e. Maintenance of public facilities, including roads?	<u>X</u>	—	—
f. Other governmental services (e.g., solid waste)? (explain)	—	—	<u>X</u>
2. Will the project generate any demands that will cause any of the following public facilities or utilities to reach or exceed their capacity?			
a. Water	—	—	<u>X</u>
b. Sewer	—	—	<u>X</u>
c. Telephone	—	—	<u>X</u>

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2005



	<u>Yes</u>	<u>Maybe</u>	<u>No</u>
d. Electricity	—	—	<u>X</u>
e. Gas	—	—	<u>X</u>
f. Other (explain)	—	—	<u>X</u>
U. <u>Environmental Quality.</u> Will the proposal result in:			
1. An alteration in surface water quality including but not limited to temperature, dissolved oxygen or turbidity?	—	—	<u>X</u>
2. An alteration in sub-surface water quality? (Refer II-E)	—	—	<u>X</u>
3. Air emissions or deterioration of ambient air quality?	<u>X</u>	—	—
4. The creation of objectionable odors?	—	—	<u>X</u>
5. An increase in ambient noise levels?	—	—	<u>X</u>
6. An effect on noise sensitive receptors near the project site?	—	—	<u>X</u>
7. New light or glare?	—	—	<u>X</u>
V. <u>Environmental Hazards.</u> Will the proposal be in an area where the following hazards may effect its operation or existence:			
1. Earthquake	<u>X</u>	—	—
2. Landslide	—	—	<u>X</u>
3. Subsidence	—	—	<u>X</u>
4. Vulcanism	—	—	<u>X</u>
5. Flooding	<u>X</u>	—	—
6. Wind	—	—	<u>X</u>
7. Other natural hazards (explain)	—	—	<u>X</u>
8. Vandalism	—	—	<u>X</u>
9. Traffic congestion (Refer II-J)	<u>X</u>	—	—

CALIFORNIA STATE ROUTE 99  
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 2006

	<u>Yes</u>	<u>Maybe</u>	<u>No</u>
10. Population disruption (Refer II-L)	—	—	<u>X</u>
11. Other socio-economic hazards (explain)	—	—	<u>X</u>
W. <u>Energy Consumption and Conservation.</u> Will the proposal:			
1. Use energy in its construction? If yes, what type(s) and amounts, if avail- able?	<u>X</u>	—	—
2. Use energy in its operation? If yes, what type(s) and amounts, if avail- able?	<u>X</u>	—	—
3. Utilize any energy conservation equipment or design features?	—	—	<u>X</u>
4. Result in obstruction of neigh- boring facilities' use of solar energy?	—	—	<u>X</u>

III. MANDATORY FINDINGS OF SIGNIFICANCE

	<u>Yes</u>	<u>Maybe</u>	<u>No</u>
A. Does the project 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, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major period of California history or prehistory?	—	—	<u>X</u>
B. Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals? (A short-term impact on the environment is one which occurs in a relatively brief definitive period of time while long-term impacts will endure well into the future.)	—	—	<u>X</u>
C. Does the project have impacts which are individually limited, but cumulatively considerable? (A project may impact on two or more separate resources where the impact on each resource is relatively small, but where the effect of the total of those impacts on the environment is significant.)	—	—	<u>X</u>
D. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	—	—	<u>X</u>

#### IV. ALTERNATIVES TO THE PROPOSED ACTION

##### I. No-Build (Do Nothing)

If the proposed road improvement projects are not completed, the existing as well as projected (1985) hazardous traffic congestion on Via De La Valle and the Interstate 5 Interchange will not be mitigated.

V. REMARKS, EXPLANATIONS AND/OR MITIGATION MEASURES  
(Refer to all "yes" and "maybe" answers given in Section II.)

<u>Item Reference:</u>	<u>Remarks:</u>
II-B-1 <u>Geomorphology</u> Changes in topography	The widening of the southbound off ramp and the northbound off ramp will require site grading as well as a cut and fill of the existing topography. The ground slope of the fill area adjacent to the new roadway will be 2% from the edge of the new roadway to the 2:1 slope of the roadway embankment. The impact of grading and cut and fill can be mitigated through sensitive treatment of drainage problems, revegetation, and elimination of steep, open side hill cuts.
II-C-1,3 <u>Soils</u> Compaction or overcovering of the soil	Site preparation will require grading, cut and fill, and compaction of the soil to provide a stable surface for the new roadbed on Via De La Valle, the southbound off ramp, and the northbound off ramp. No significant impact is anticipated by this action.
Erosion of the soils	Some soil erosion may occur as a result of the widening of the northbound and southbound off ramps. The increase in the soil erosion is not anticipated to be significant and can be mitigated by the planting of ice plant on the embankment slopes.
II-D-1 <u>Meteorology</u> Change in microclimate	There will be a slight increase in ambient air temperatures due to the construction of additional asphalt covering along Via De La Valle and the northbound and southbound off ramps. No significant impact will result from this increase.
II-E-2 <u>Hydrology</u> Changes in surface water runoff	Any paving or covering of exposed soils by paving or new structures will increase the surface runoff by reducing absorption rates. Mitigation measures should include drainage facilities designed to accommodate the anticipated flow, outfalls to these drainage facilities which will not induce soil erosion, and downstream drainage facilities or culverts sized to accept the total surface water flow.

V. REMARKS, EXPLANATIONS AND/OR MITIGATION MEASURES  
(continued)

Item Reference:

Remarks:

II-F-1,4 Vegetation  
Changes in diversity  
of species

The widening of Via De La Valle will require the removal and relocation of three palm trees as well as the removal of a planter box. The widening of the northbound and the southbound off ramps will require the removal of a portion of the existing ice plant ground cover. However, no significant impact will result from this action.

II-H-1,2 Land Use  
Changes in surface  
land use

The widening of Via De La Valle will result in a surface land use change from driveway-landscaped area to a roadway and bike lane. The widening of the northbound and southbound off ramps will result in a surface land use change from a ground cover area to roadway and embankment. No significant impact will result from this action.

Changes in sub-surface  
uses

Minimal sub-surface area will be required for drainage and ground cover irrigation facilities as well as utility relocation.

II-I-1 Land Tenure  
Land ownership

The construction of the additional eastbound auto lane and bike lane on Via De La Valle will necessitate acquiring a small parcel of land owned by the 22nd District Agricultural Association. It will also necessitate using the existing right of way in front of a Texaco Station and Denny's Restaurant. In order to accommodate the additional automobile and bike lane, a driveway to Denny's Restaurant will be relocated from its present location near Jimmy Durante Boulevard to a location between the restaurant and the Texaco Station. No significant impact will result from this action.

II-J-1,2,4,6 Traffic/  
Circulation  
Additional vehicular  
movement

As stated in the Master Plan Environmental Impact Report, the addition on Via De La Valle of a third traffic lane in the eastbound direction together with a bicycle lane will increase the

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2011

V. REMARKS, EXPLAN. DNS AND/OR MITIGATION MEASURE  
(continued)

Item Reference:

Remarks:

road capacity to about 45,000 ADT which is well under the capacity required to maintain a reasonable level of service and to expedite the egress of project traffic 1/. Congestion and delays experienced by southbound off ramp traffic will be minimized by the widening of the ramp from 1 lane to 2 lanes, except at the intersection of the ramp with Via De La Valle where the width will be 3 lanes. The free right turn lane will be eliminated and a traffic signal will be installed to regulate traffic turning right. The off ramp will have 2 right turn lanes and 1 left turn lane.

To allow for additional storage capacity and to expedite project traffic ingress from Interstate 5 through the northbound off ramp intersection with Via De La Valle, the northbound off ramp will be widened from 1 lane to 2 lanes, except at the intersection where the width will be 3 lanes. At that point, the off ramp will have 2 left turn lanes and 1 right turn lane controlled by a traffic signal.

Based on information obtained from the State Department of Transportation, the existing southbound on ramp from Via De La Valle to Interstate 5 is of sufficient width and capacity to expedite project traffic egress from Via De La Valle.

To enhance the traffic movement to and from the project site, reversible lane signalization will be installed on Via De La Valle and the reversible signals will be synchronized with the traffic signals at the intersection of Via De La Valle with Jimmy Durante Boulevard and the northbound and southbound off ramps.

Impact on existing transportation systems

The most significant impact on the existing transportation system would be the elimination of the hazardous congestion situation which presently exists on Via De La Valle and within the Interstate 5 - Via De La Valle Interchange.

Alterations to patterns of movement

The construction of the proposed road improvement projects will enhance the ingress and egress

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2012

V. REMARKS, EXPLANATIONS AND/OR MITIGATION MEASURES  
(continued)

Item Reference:

Remarks:

Effects on existing parking facilities

patterns of the Del Mar Racetrack and Fairgrounds and eliminate the hazardous traffic congestion situation which presently exists.

The construction of the proposed improvements will allow for a more rapid filling and exiting of the Del Mar Racetrack and Fairgrounds parking facilities. Because of this, the policy of free parking should be continued and the recently authorized Master Plan Update and Long Term Traffic Study should consider the above noted impact's influence on the location of future parking facilities and the sequence of parking facility staging.

II-M Political and Governmental  
Impact on political and governmental entities

The State Department of Transportation and the City and County of San Diego will benefit from the construction of the road improvement projects in that the existing road system will be made safer and be able to more efficiently move traffic. The 22nd District Agricultural Association will benefit in that traffic will more efficiently ingress and egress the Fairgrounds property.

II-T-1e Government and Social Services  
Maintenance of public facilities

There will be an increase in maintenance costs due to the road, ramp, and traffic signal projects. The impact of this cost increase is not considered significant.

II-U-3 Environmental Quality  
Air emissions

Generation of pollutants such as dust particulate will occur during construction activities. This impact can be minimized by watering down the site during site preparation.

On-site concentration of primary pollutants such as carbon monoxide (CO) can be expected to result due to the increased storage capacity of the freeway ramps. However, no significant impact is anticipated.

II-V-1,5,9 Environmental Hazards  
Earthquake

The closest active fault zone to the project site is the Elsinore Fault Zone, located 30 miles to the northeast at its closest point 2/3. Available geotechnical data regarding conditions at the project site indicate there are no geologic

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2013



V. REMARKS, EXPLANATIONS AND/OR MITIGATION MEASURE  
(continued)

Item Reference:

Remarks:

conditions present that would preclude implementation of the proposed projects as planned 3/. The potential impacts associated with seismic groundshaking are mitigable with appropriate engineering design and construction.

Flooding

The greater portion of the Fairgrounds property is situated on an area of filled marshland adjacent to the main channel of the San Diequito River through the San Diequito Lagoon. The entire site is prone to flooding during flood stages of the San Diequito River, the most recent being during the Winter of 1978. However, the area in which the road improvements are located is entirely outside the 100 year flood area 4/.

II-W-1,2 Energy  
Consumption and  
Conservation

During construction, fossil fuels and electrical energy will be required for construction processes and machinery. Facilities maintenance and operations will require consumption of fossil fuels and electricity. No estimates of future energy needs are available at this time.

VI. REFERENCES

- 1/ Volume 2, Final Environmental Impact Report for Del Mar Fairgrounds and Racetrack Updated Master Plan, Westec Services, Inc., January 1982, pg. 63.
- 2/ Ibid., pp. 95-97
- 3/ Ibid., pp. 67
- 4/ Updated Master Plan, 22nd District Agricultural Association, Del Mar, January 17, 1980, Tucker Sadler and Associates, Consultants

VII. PERSONS AND/OR AGENCIES CONSULTED

22nd District Agricultural Association  
Roger Vitaich, Manager

County of San Diego  
Jim Davidson

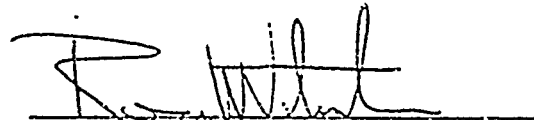
State of California, Department of Transportation  
Dennis Bosler, District 11  
Brad Williams, District 11

VIII. DETERMINATION (to be completed by the Lead Agency)

On the basis of this initial evaluation:

- I find the proposed project COULD NOT have a significant effect on the environment. A NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because the mitigation measures described in this Initial Study have been added to the project. A NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have limited significant effects on the environment. A focused ENVIRONMENTAL IMPACT REPORT will be prepared.
- I find the proposed project MAY have significant effects on the environment. A full ENVIRONMENTAL IMPACT REPORT will be prepared.

Date 3-9-83

  
\_\_\_\_\_  
(Signature)  
Roger Vitaich

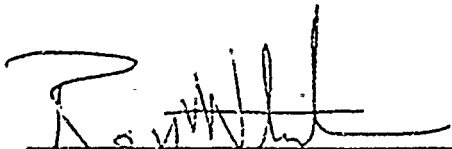
Manager, 22nd District Agricultural  
(Title) Association

EXCERPT FROM THE MARCH 8, 1983 BOARD OF DIRECTOR'S MEETING MINUTES

NEGATIVE DECLARATION-INITIAL STUDY

Manager Vitaich recalled the 1982 Coastal Commission giving permission for the creation or the building of a tunnel under the racetrack and the three mitigating measures. Manager Vitaich further explained that the Office of Facilities and Planning had directed him to obtain authority from the Board to sign the initial study and negative declaration. He explained that by completing this administrative procedure the process will allow the 22nd District Agricultural Association to eventually construct the modifications to those intersections that we have indicated we will do. Director Richardson moved. Director Carrasco seconded. All in favor. Motion carried.

CERTIFIED TO BE TRUE

  
\_\_\_\_\_  
ROGER M. VITAICH  
SECRETARY-MANAGER

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2018