

RECON



**Initial Study/Environmental Checklist  
and Draft Negative Declaration (EA16-002)  
for Design Review Permit (DRB 15-036) and  
Coastal Development Permit (CDP15-019)  
119 10th Street,  
Del Mar, California**

*Prepared for*  
City of Del Mar  
1050 Camino del Mar  
Del Mar, CA 92014-2604

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**ATTACHMENT**

- 1: Historical Resources Assessment Report

## 1.0 Introduction

This Initial Study/Negative Declaration (IS/ND) has been prepared in accordance with relevant provisions of the California Environmental Quality Act (CEQA) of 1970, as amended, and the CEQA Guidelines, as revised. This IS/ND evaluates the effects of a major renovation and reconstruction of an existing single-family residence at the location of the 119 10th Street Redevelopment Project, which involves the partial demolition, temporary relocation of an existing building, renovation, construction, and operation (occupancy) of a single-family residence.

The IS/ND includes the following components:

- A Draft ND and findings made by the City of Del Mar (City) that the project would not result in any significant effects on the environment, as identified in the CEQA IS Checklist.
- A detailed project description.
- The CEQA IS Checklist, which provides standards to evaluate the potential for significant environmental impacts from the project, and is adapted from Appendix G of the CEQA Guidelines. The project is evaluated in 18 environmental issue categories to determine whether the project's environmental impacts would be significant in any category. Brief discussions are provided that further substantiate the project's anticipated environmental impacts in each category.

Because the project fits into the definition of a "project" under Public Resources Code Section 21065 requiring discretionary approvals by the City, and because it could result in a significant effect on the environment, the project is subject to CEQA review. The IS Checklist was prepared to determine the appropriate environmental document to satisfy CEQA requirements: an Environmental Impact Report (EIR), a Mitigated Negative Declaration (MND), or an ND. The analysis in this IS Checklist supports the conclusion that the project would not result in significant environmental impacts; therefore, an ND has been prepared.

This IS/ND will be circulated for 20 days for public and agency review, during which time individuals and agencies may submit comments on the adequacy of the environmental review. Following the public review period, the City will consider any comments received on the IS/ND when deciding whether to adopt the ND.

## 2.0 Draft Negative Declaration

**Project Name:** Design Review Permit DRB15-036 and Coastal Development Permit CDP15-019

**Project Location:** 119 10th Street, north of 10th Street, to the west of Stratford Court, Del Mar, California 92014 (Assessor Parcel Number: 300-171-03).

**Project Description:** The reconstruction project consists of the demolition of an existing porch, an approximately 400-square-foot detached garage, and a previous 476-square-foot addition; renovations and temporary on-site relocation of an existing 812-square-foot residence; reconstruction of an approximately 400-square-foot detached garage; and construction of a 1,585-square-foot two-story residential addition and a 2,643-square-foot basement. Site grading and landscaping are also proposed. The project site is zoned as R2 (High Density).

**Findings:** Pursuant to the provisions of CEQA (Public Resources Code, Section 21000 et seq.) and based on information contained in the attached IS Checklist, the City of Del Mar has determined that the project will not have a significant effect on the environment.

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Signature of Lead Agency Representative

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Date

## 3.0 Project Description

### 1. Project:

Design Review Permit DRB15-036 and Coastal Development Permit CDP15-019

### 2. Lead Agency:

City of Del Mar  
1050 Camino del Mar  
Del Mar, California 92014-2698

### 3. Contact Person and Phone Number:

Matt Bator, AICP  
Principal Planner  
City of Del Mar Planning Department  
(858) 773-9313  
mbator@delmar.ca.us

### 4. Project Location:

119 10th Street, south of 10th Street, west of Stratford Court, Del Mar, California 92014  
(Assessor Parcel Number: 300-171-03)

Figure 1 provides the regional location of the project site, Figure 2 provides a detailed project vicinity map on a United States Geological Survey (USGS) base map, and Figure 3 shows the project location and surrounding land uses on an aerial photograph.

### 5. Project Applicant/Sponsor:

James and Carron Riedman

### 6. General Plan Designation:

The City of Del Mar Community (General) Plan and Community Development Element designate this property as "High Density."

### 7. Zoning:

R2 (High Density)

### 8. Description of Project:

The project consists of the demolition of an existing porch, an approximately 400-square-foot detached garage, and a previous 476-square-foot addition; temporary on-site relocation of an existing 812-square-foot residence; restoration and modifications to the existing residence; reconstruction of a 403-square-foot detached garage; and addition of 1,585 square feet to the rear of the residence and a 2,643-square-foot basement. In order to construct the subterranean basement, the 812-square-foot residence would be temporarily relocated to the southern portion of the site. This structure would be returned to the approximate original location once the basement is complete. The restoration and modifications to the

retained structure would include remodeling the interior, reconstructing the original peaked roof with a standing metal-seam roof, thickening the exterior walls to add insulation, installation of exterior painted cedar shakes, replacement of doors and windows, and a new porch. Site grading and landscaping are also proposed. The project site is zoned as R2 (High Density). Refer to Figure 4 for the project site plan, Figure 5 for the lighting and landscape plans, and Figure 6 for project elevations that show proposed architectural features and materials.

Project implementation requires approval of Design Review Permit DRB15-036 (Del Mar Municipal Code Chapter 30.20.060) to ensure neighborhood compatibility and retention of significant historic values, and approval of Coastal Development Permit CDP15-019 (Del Mar Municipal Code Chapter 30.75) due to the project location within the City’s Coastal Overlay.

**9. Surrounding Land Use(s) and Project Setting:**

The project site is surrounded on all sides by residential development. 10th Street fronts the property to the north, and the Melanie Way alley runs along the back of the property east-west. The San Diego rail line is located approximately 150 feet to the west on the bluff, with the Pacific Ocean an additional 75 feet away. Past Stratford Court to the east are additional residences, as well as commercial uses fronting on Camino del Mar.

**10. Other Required Agency Approvals or Permits Required:**


The project requires approval of Design Review Permit DRB15-036 and Coastal Development Permit CDP15-019 by the Design Review Board (DRB), as described above. An approval by the DRB is subject to appeal to the City Council and, thereafter, to the California Coastal Commission.

**11. Summary of Environmental Factors Potentially Affected:**

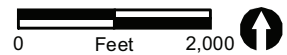
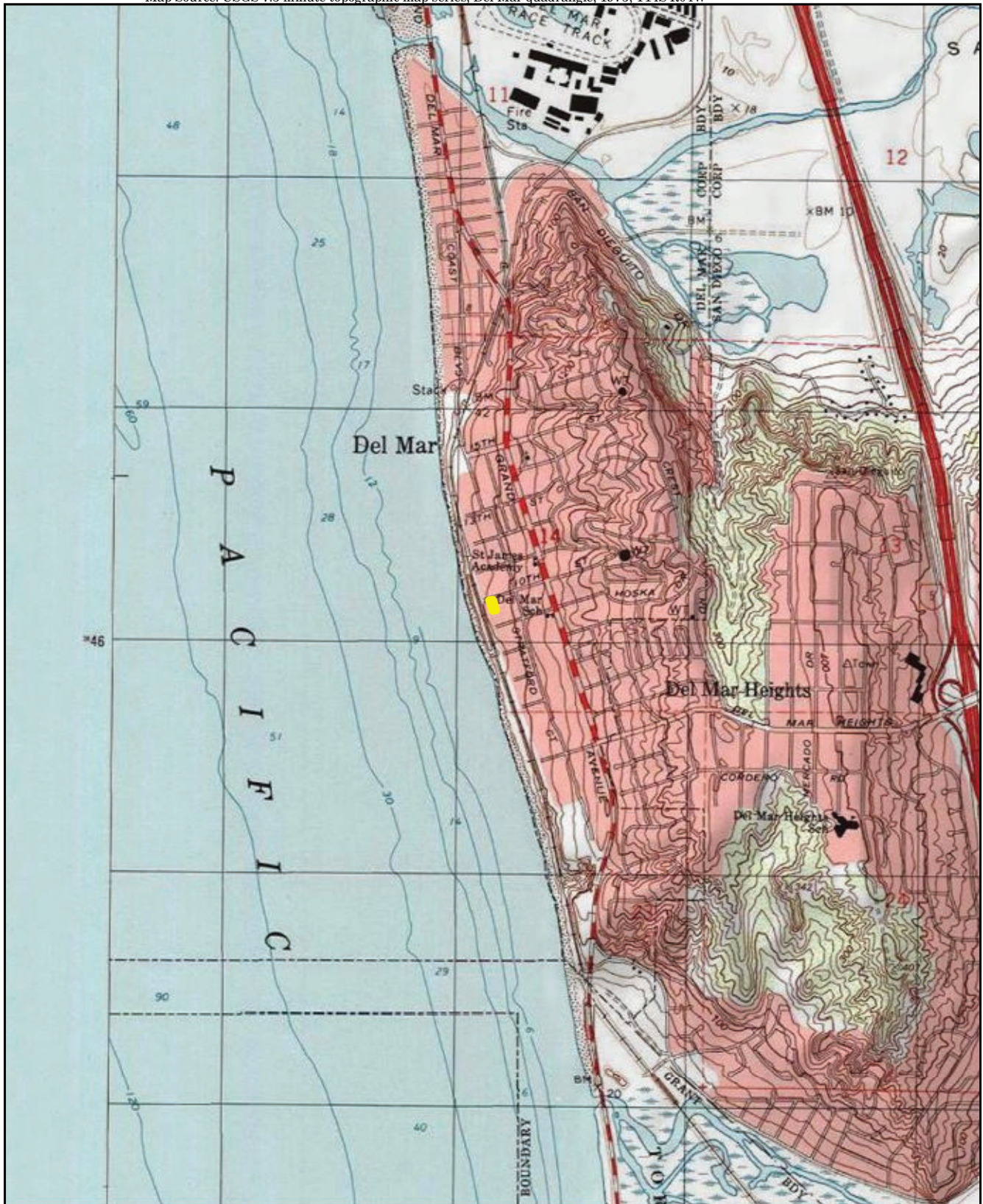
The project would have no Significant Impacts to the resource areas listed below. A summary of the environmental factors potentially affected by this project, consisting of a Significant Impact or Significant Unless Mitigation Incorporated, include (none):

- |  |   |  |
|--|---|--|
| <input type="checkbox"/> Aesthetics                | <input type="checkbox"/> Agricultural Resources             | <input type="checkbox"/> Air Quality               |
| <input type="checkbox"/> Biological Resources      | <input type="checkbox"/> Cultural Resources                 | <input type="checkbox"/> Geology and Soils         |
| <input type="checkbox"/> Greenhouse Gas Emissions  | <input type="checkbox"/> Hazards & Hazardous Materials      | <input type="checkbox"/> Hydrology/Water Quality   |
| <input type="checkbox"/> Land Use/Planning         | <input type="checkbox"/> Mineral Resources                  | <input type="checkbox"/> Noise                     |
| <input type="checkbox"/> Paleontological Resources | <input type="checkbox"/> Population/Housing                 | <input type="checkbox"/> Public Services           |
| <input type="checkbox"/> Recreation                | <input type="checkbox"/> Transportation/Traffic             | <input type="checkbox"/> Tribal Cultural Resources |
| <input type="checkbox"/> Utilities/Service Systems | <input type="checkbox"/> Mandatory Findings of Significance |  |



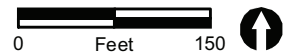
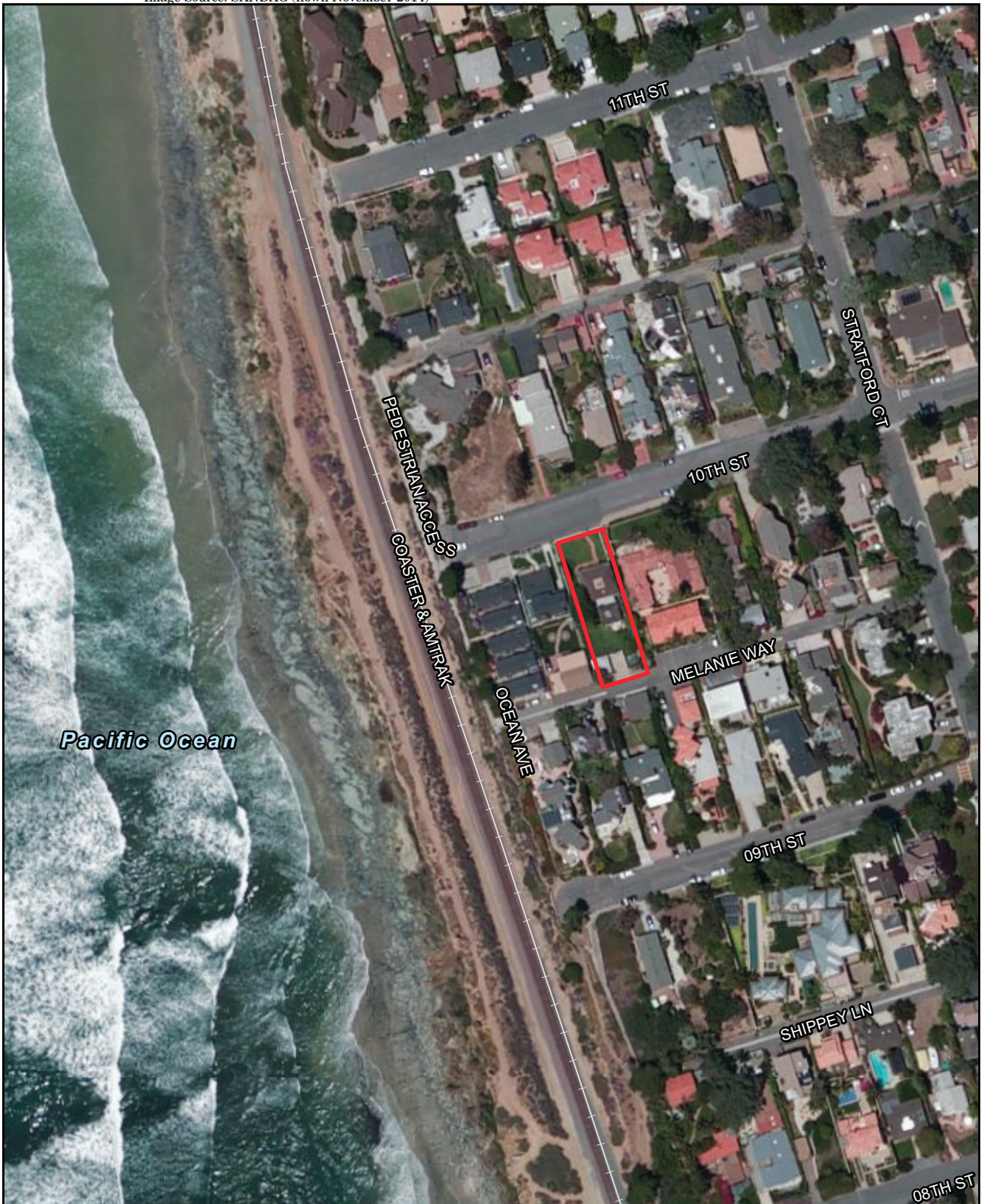
 Project Location

**FIGURE 1**  
Regional Location



 Project Boundary

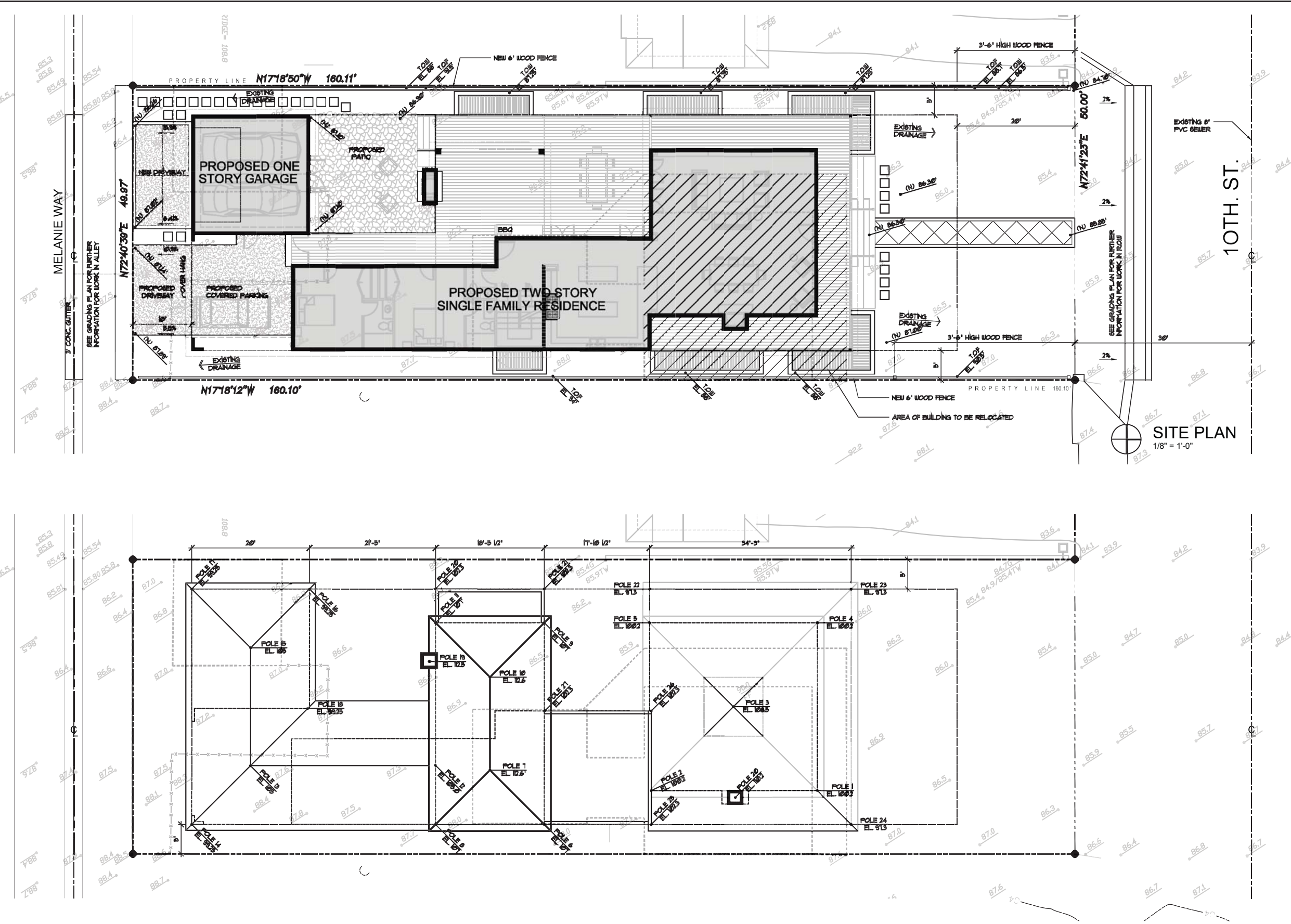
**FIGURE 2**  
Project Location on USGS Map

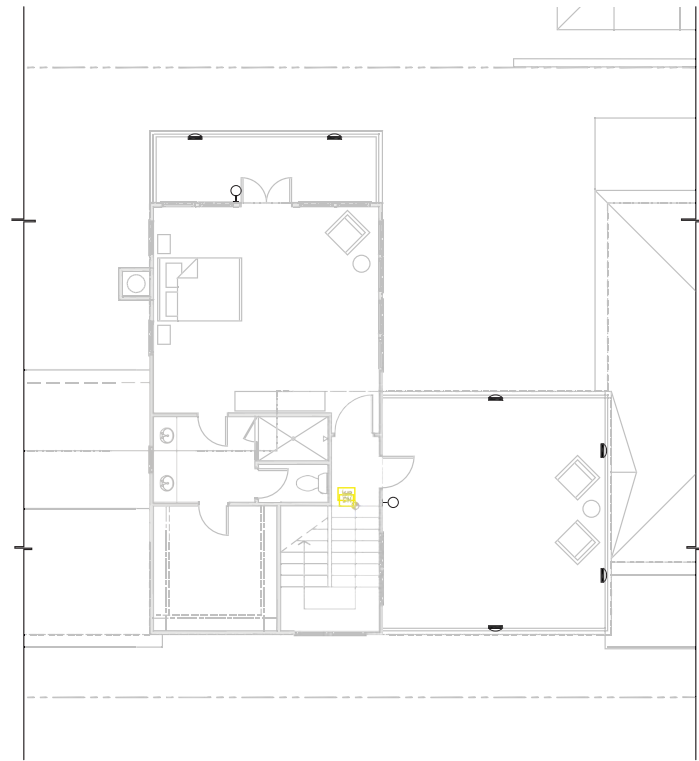


 Project Boundary

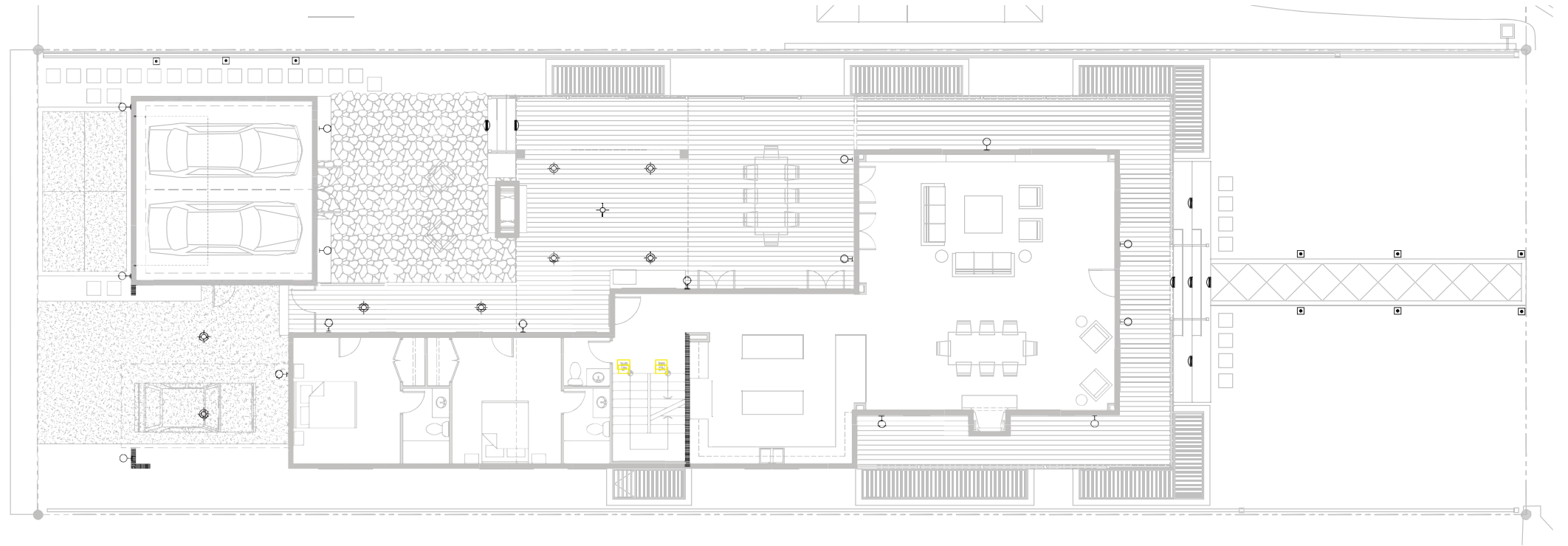
FIGURE 3

Project Location on Aerial Photograph

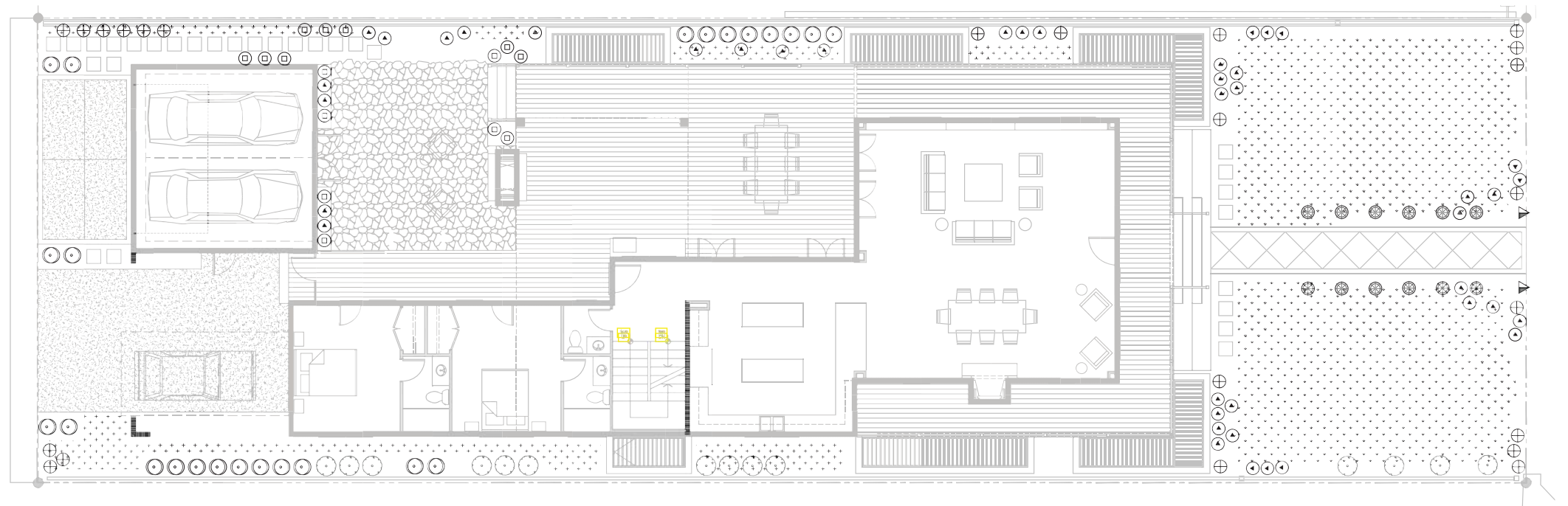




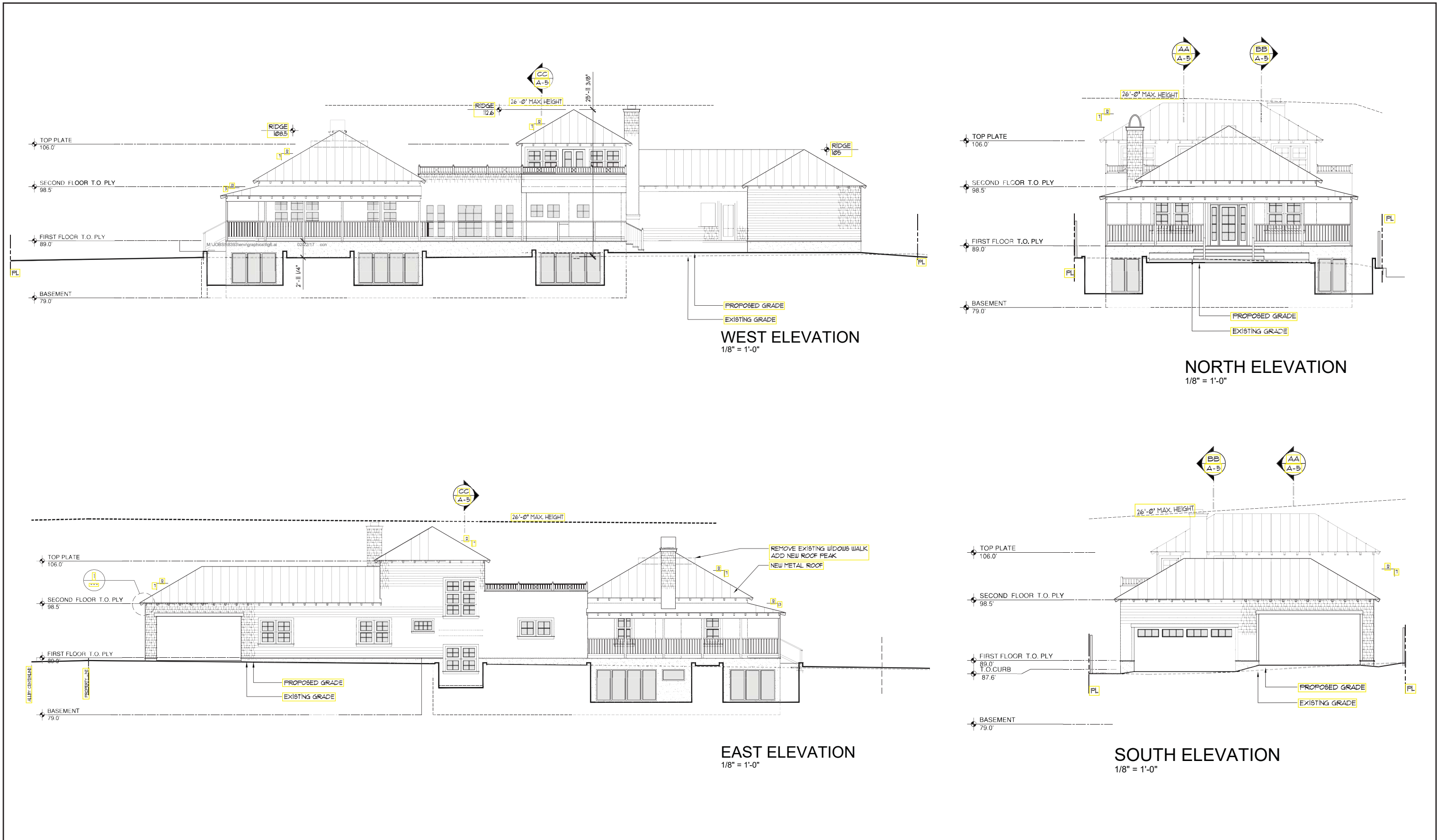
⊕ SECOND FLOOR LIGHTING PLAN  
1/8" = 1'-0"



⊕ FIRST FLOOR LIGHTING PLAN  
1/8" = 1'-0"



⊕ LANDSCAPE PLAN  
1/8" = 1'-0"



## 4.0 Initial Study Checklist

1. A brief explanation is required for all answers except “No Impact” answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A “No Impact” answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved. A “No Impact” answer should be explained where it is based on project specific factors as well as general standards.
2. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. “Potentially Significant Impact” is appropriate if there is substantial evidence that an effect may be significant. If there are one or more “Potentially Significant Impact” entries when the determination is made, an EIR is required.
4. “Negative Declaration: Less Than Significant With Mitigation Incorporated” applies where the incorporation of mitigation measures has reduced an effect from “Potentially Significant Impact” to a “Less Than Significant Impact.” The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level.
5. Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or (mitigated) negative declaration. Section 15063(c)(3)(D).
6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
7. Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
8. This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project’s environmental effects in whatever format is selected.
9. The explanation of each issue should identify:
  - a. The significance criteria or threshold, if any, used to evaluate each question; and
  - b. The mitigation measure identified, if any, to reduce the impact to less than significant.

## 4.1 Aesthetics

Would the project:

Issue	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### EXPLANATIONS:

#### a. Less Than Significant Impact

##### *Regulations*

Under the California Coastal Act of 1976, scenic and visual qualities of coastal areas are considered and protected as a visual resource. In accordance with these protection requirements, the City implements the goals and policies in the Local Coastal Program (LCP) Land Use Plan (Policy II-2) (City of Del Mar 1993). Through the Land Use Plan, the City protects both public and private scenic vistas. Other protection measures are summarized below.

The Del Mar Community Plan (1976, amended 1985) is the General Plan of the City and includes goals and policies that address aesthetics. Generally, protected public viewpoints are public roadways, sidewalks, public parks, and other City-owned land with unrestricted access. The Community Plan specifically identifies six scenic roadways in the City; however, the project site is not within the viewshed of any of these six scenic roadways. The Community Plan identifies the ocean, beaches, bluffs, and specific trees (Torrey pines and Monterey Cypress) in the project vicinity as significant scenic resources. In addition, historic structures are considered to contribute to the scenic value in the area.

The Del Mar Municipal Code (Design Review Ordinance) protects individual residents' private views from designated primary viewing rooms. Primary living area is defined as "that portion of a residence determined [...] to be the main gathering and entertainment

room used by residents and guests of the residence.” A residence may only be limited to one primary living area (oftentimes a living room, dining room, or great room), which in no case shall be a bedroom, bathroom, storage area, stairwell, or hallway. The Design Review Chapter 23.08 of Municipal Code Title 23 (also known as Design Review Ordinance) requires all new construction or major remodeling projects to obtain a Design Review Board (DRB) permit. The Design Review section of the Regulatory Conclusions (Section 23.08.077) does not allow projects where “design unreasonably blocks significant public coastal views” or “unreasonably encroaches upon primary scenic views of neighboring property.”

### ***Existing Scenic Vista***

The project site is currently developed with a single-family residence and is surrounded by residential land uses. The area steadily slopes downward to the west towards the bluff along the Pacific Ocean. The San Diego rail line is located approximately 150 feet to the west on top of the bluff, with the Pacific Ocean an additional 75 feet to the west. Surrounding residences range from one to two stories, have heavy landscaping, and are of varying architectural style.

Public scenic vistas with the project site in their viewshed consist of the 10<sup>th</sup> Street and Melanie Way roadway corridors. These east-west roadways provide a westward corridor views through the residential neighborhood of the Pacific Ocean. Due to intervening development and topography, the site is not within the Camino del Mar scenic roadway viewshed, or viewsheds of other public roadways with scenic vistas.

Significant private scenic views in the area consist of primary living space views of the ocean. Considering the proposed project location in relation to the ocean, existing development and the topography of the area, the project would only have potential to block a scenic ocean view from the property directly east of the project site. The property directly east includes a one-story single-family residence in the northern portion, and a multi-family apartment building in the southern portion of the property. The single-family structure has an ocean view from the front window, but little to no view of the ocean from windows on the west side of the structure adjacent to the project site due to the existing intervening residence on-site. The two-story apartment building has an ocean view from three west-facing, second-story windows as well as one northwest-facing second-story window. These windows are associated with one apartment. While it is unknown if these apartment windows provide a view from a “primary living area” protected by the Scenic View Protection Ordinance, it is assumed for the purposes of this analysis that one of these windows would meet the primary living area Design Review Ordinance requirements.

### ***Project Impact***

The project site is already developed with a single-story residence, a single-story detached garage, and heavy landscaping. The existing structures are approximately 20 feet tall. The proposed project would retain the northern single-story structure and replace the rear portion with a larger, one- to two-story structure ranging from 17 to 26 feet tall (see Figure 6). The modifications to the original structure would include the reconstruction of the original roofline, which would increase the original structure’s roofline height by

approximately 1 foot. In addition, the project could reconstruct a 17.5-foot-tall detached garage in the same location as the existing detached garage.

The proposed project would have a significant scenic vista impact if the majority of an existing scenic view was blocked. The project would result in no public scenic vista view blockages from 10<sup>th</sup> Street or Melanie Way, as the corridor views of the ocean would remain intact. Thus, no view blockage impact to a public scenic vista would occur.

As indicated above, the only private views the project would have potential to block would be from property directly east of the project site. The adjacent property has ocean views from the front windows of the single-family residence, as well as from one apartment on the second floor of the rear apartment building. The project would not affect views from the front window of the single-family residence, as the project would not propose any new structures between the front window of the residence and the ocean. While the reconstruction of the garage and original roofline would not affect views from the second-floor apartment windows given their location and the existing view blockage conditions, the proposed addition to the original structure would result in a partial view blockage. The second-floor apartment would retain partial ocean views over the top of the southern portion of the proposed addition where the height would be approximately 16 feet, but the proposed addition would result in a partial view blockage where the proposed structure height extends to 26 feet tall. Ultimately, the project would be required to minimize view blockage impacts in accordance with the Design Review Ordinance, as enforced through the Design Review Board. Thus, project impacts would be less than significant.

In addition to view blockage, the project could have a significant impact to a scenic vista if it significantly altered scenic resources within the scenic vista. As discussed in Section 4.5, the residence is not historic and thus would not be considered a significant scenic resource. (While the mature trees on-site have scenic value, they are not a significant scenic resource per the Community Plan or the City's Tree Ordinance, Del Mar Municipal Code 23.50.) Based on the lack of scenic resources on the project site, the proposed project would result in a less than significant impact to a scenic resource.

#### **b. No Impact**

No state scenic highway is located adjacent to or within immediate view of the project site. No impacts to scenic resources within a state scenic highway would occur (California Department of Transportation [Caltrans] 2016).

#### **c. Less Than Significant Impact**

The proposed project would not substantially degrade the existing visual character of the neighborhood. The surrounding neighborhood has an eclectic variety of one- to two-story residences, with varying architectural styles. From 10<sup>th</sup> Street, the existing historic portion of the residence would continue to be the primary visual feature with the addition partially visible behind the original structure. As shown in Figure 6, the proposed architectural design of the residence would include architectural details that complement the diverse architecture, scale, and massing of existing residential development in the surrounding community. The building façade, roof lines, and building height would be varied to provide

architectural interest. Architectural materials would include cedar shakes on the exterior as well as the restoration of a metal-seam roof. The project would retain the historic structure and its associated visual quality, as detailed in Section 4.5 below. Ultimately, the project will require Design Review Board approval that would ensure consistency with the surrounding neighborhood. The Design Review Board will review the site planning, massing, architecture, materials, and landscaping to ensure the project design is compatible with the surrounding natural and built environment. Thus, the project would be consistent with the existing character of the site and the surrounding area, and impacts would be less than significant.

**d. No Impact**

A Lighting Plan (see Figure 5; Bokal & Sneed Architects 2016) has been prepared for the project. The project would replace the existing structure on-site with a similar residential structure and would not introduce new sources of light and glare significantly beyond what already exists on the property. The project would use lighting sources that would shield light downwards to limit night lighting from extending outwards. No impact would occur.

## 4.2 Agriculture and Forestry Resources

Would the project:

Issue	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Conflict with existing zoning for agricultural use, or a Williamson Act Contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 1220[g]), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104[g])?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Issue	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
d. Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**EXPLANATIONS:**

**a-e. No Impact**

The property is currently residentially developed and is located in the South Beach Planning District and R2 Zone (High Density). The site is not zoned for agricultural uses and is not subject to a Williamson Act contract. Similarly, the project site and surrounding properties are not zoned as forest land or timberland and do not include any forest land or timberland. In addition, the site and surrounding properties are not identified as prime farmland, unique farmland, or farmland of statewide importance. The Farmland Mapping and Monitoring Program classifies the project site and surrounding properties as “urban and built up land” (State of California 2014). Therefore, the project would have no impact on agricultural resources, forest land, or timberland.

### 4.3 Air Quality

Would the project:

Issue	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Issue	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
c. 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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**EXPLANATIONS:**

**a. Less Than Significant Impact**

The project site is located within the San Diego Air Basin (SDAB), which is under the jurisdiction of the San Diego Air Pollution Control District (SDAPCD). Air districts are tasked with regulating emissions such that air quality in the basin does not exceed National or California Ambient Air Quality Standards (NAAQS and CAAQS); where NAAQS and CAAQS represent the maximum levels of background pollution considered safe, with an adequate margin of safety, to protect the public health and welfare. NAAQS and CAAQS have been established for six common pollutants of concern known as criteria pollutants, which include ozone (O<sub>3</sub>), carbon monoxide (CO), sulfur dioxide (SO<sub>2</sub>), nitrogen dioxide (NO<sub>2</sub>), lead (Pb), and respirable particulate matter (PM<sub>10</sub> and PM<sub>2.5</sub>). The SDAB is currently classified as a federal and state non-attainment area for ozone. The SDAPCD prepared an air quality plan, the 2009 Regional Air Quality Strategy (RAQS), to identify feasible emission control measures intended to progress toward attaining the state standard for ozone. Reducing ozone concentrations is achieved by reducing the precursors to the photochemical formation of ozone—volatile organic compounds (VOC) and oxides of nitrogen (NO<sub>x</sub>).

The growth forecasting for the RAQS is based in part on San Diego Association of Governments (SANDAG) growth projections and the land uses established by local general plans. If a project is consistent with land use designated in the local general plan, it can normally be considered consistent with the RAQS.

The project site is zoned R2 (High Density). The project would demolish an existing single-family residence and construct a new single-family residence. The project would therefore be consistent with the General Plan land use designation and SANDAG growth projections.

Emissions associated with short-term construction activities would be localized and would not affect RAQS compliance. The project would not increase the long-term emissions generated within the City. Therefore, the project would comply with the assumptions used in the development of the RAQS and would not conflict with or obstruct implementation of the applicable air quality plan, and impacts would be less than significant.

#### **b. Less Than Significant Impact**

The project would involve the partial demolition, remodeling, renovation, and addition of a basement and two-story addition to an existing single-family residence. The project site would still have one single-family residence after the proposed renovation; thus, the long-term emissions, or as otherwise referred to as “operational emissions,” would not increase and would not violate any relevant federal, state, or regional air quality standards for the SDAB.

However, construction of the project would result in an increase in short-term, temporary air emissions of criteria pollutants. Construction activities would result in air pollutant emissions as a result of ground disturbance and exhaust from off-road construction vehicles (backhoe, excavator, crane, pile driver, and bobcat), and on-road vehicles (e.g., equipment and materials delivery, and construction workers driving to and from the site). Emissions would vary from day to day, depending on the level of activity, specific type of construction activity, and prevailing weather conditions. A limited amount of construction equipment would be required for the proposed partial demolition, remodeling, renovation, and addition of a basement and two-story addition to an existing single-family residence.

The emissions of PM<sub>10</sub> and PM<sub>2.5</sub> would be minimal based on the short duration and small scale of construction. The project grading would involve excavation for a basement and surficial grading, resulting in 30 cubic yards of cut and 35 cubic yards of fill. Construction emissions would not exceed state or federal air quality standards for these pollutants with implementation of appropriate dust abatement measures including compliance with SDAPCD Rules 50 (Visible Emissions), 51 (Nuisance), 52 (Particulate Matter), and 54 (Dust and Fumes).

Secondary pollutants anticipated during construction are short-term NO<sub>x</sub>, VOC (also referred to as reactive organic gases), and diesel particulate matter (DPM) emissions in the exhaust from off-road construction equipment. The emissions from vehicles are not subject to permits by SDAPCD but would be minimal, because the emissions are temporary and associated only with the construction phase of the project. Therefore, the project would not contribute substantially to an existing or projected air quality violation. Construction and operation of the project would not result in emissions that exceed applicable thresholds for criteria pollutants. Impacts would be less than significant.

#### **c. Less Than Significant Impact**

As described in Sections 4.3(a) and 4.3(b) above, the project would not conflict with implementation of the RAQS. Construction and operational emissions would be less than the applicable thresholds for all criteria pollutants and are accounted for in regional air quality plans. Therefore, the project would not contribute a cumulatively considerable net

increase in emissions of nonattainment pollutants (ozone, PM<sub>10</sub>, and PM<sub>2.5</sub>), and impacts would be less than significant.

#### **d. Less Than Significant Impact**

Sensitive receptors are associated with various land uses such as residences, schools, or other facilities that may house individuals with health conditions who would be adversely impacted by poor air quality. Sensitive receptors (residences) are in close proximity to the project site.

Construction-related activities would result in short-term emissions of DPM exhaust emissions from off-road heavy-duty diesel equipment. Diesel PM has been identified by the California Air Resources Board (CARB) as a carcinogen. Cancer risk is dependent on the exposure concentration (dose) and duration of exposure. Generation of DPM from construction projects typically occurs in a single area for a short period. The dose to which the receptors are exposed is the primary factor used to determine health risk. Dose is a function of the concentration of a substance or substances in the environment and the extent of exposure that person has with the substance. Dose is positively correlated with time, meaning that a longer exposure period would result in a higher exposure level. According to the Office of Environmental Health Hazard Assessment (OEHHA), health risk assessments, which determine the exposure of sensitive receptors to toxic emissions, should be based on a 30-year exposure period; however, such assessments should be limited to the period/duration of activities associated with the project (OEHHA 2015). Due to the short exposure period, and the implementation of the U.S. Environmental Protection Agency (EPA) and CARB requirements for cleaner fuels, diesel engine retrofits, and new low-emission diesel engine types, diesel PM generated by project construction would not result in exposure of sensitive receptors to substantial pollutant concentrations and impacts would be less than significant.

CARB has provided guidelines for the siting of land uses near heavily travelled roadways. The CARB guidelines indicate that siting new sensitive land uses within 500 feet of a freeway or urban roads with 100,000 or more vehicles per day should be avoided when possible (CARB 2005). The surrounding roadways are well below 100,000 vehicles per day, considering the maximum carrying capacity of Camino del Mar, which is approximately 25,000 vehicles per day based on the four-lane collector classification (San Diego Traffic Engineers' Council/Institute of Traffic Engineers 2000). Therefore the project would not place sensitive receptors within 500 feet of a roadway carrying 100,000 vehicles per day. Therefore, once occupied, the project would not expose sensitive receptors to substantial concentrations of diesel PM, and impacts would be less than significant.

#### **e. Less Than Significant Impact**

Project-related odor emissions would be limited to the construction period, where emissions from the construction equipment may be evident in the immediately surrounding area on a temporary basis. On- and off-road construction equipment could intermittently emit diesel exhaust perceptible by nearby receptors along roadways and near the project site during construction. These odors would not affect a substantial number of people as the scale of

construction is small and the potentially affected areas are limited due to the localized area affected by diesel odors. The diesel engines used in the construction equipment must comply with the state’s Airborne Toxics Control Measure standards for diesel PM emissions in the exhaust (including a five-minute idling limit). Compliance with these standards would minimize exposure to diesel exhaust emissions and odors. Therefore, impacts related to objectionable odors would be less than significant. Once occupied, the project site would not be a source of objectionable odors.

## 4.4 Biological Resources

Would the project:

Issue	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Have substantial adverse effects, 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 California Department of Fish and Wildlife (CDFW) or U.S. Fish and Wildlife Service (USFWS)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Have a substantial adverse effect on any riparian habitat or other community identified in local or regional plans, policies, and regulations or by the CDFW or USFWS?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Issue	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
e. Conflict with any local policies or ordinances protecting biological resources, such as tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**EXPLANATIONS:**

**a-d. No Impact**

The project site consists of developed land with landscaping and does not include habitat or species designated by the State or Federal Governments as sensitive. Moreover, the project site is not cited as possessing any riparian habitat or communities, nor any wetlands, wetland buffer areas, or non-wetland waters of the U.S. Similarly, the project site is surrounded by other developed parcels that do not support wildlife and the site is not a part of a wildlife corridor. Therefore, no impacts to sensitive species, riparian habitat, wetlands, or wildlife corridors would occur.

**e. No Impact**

Chapter 23.50 of the Del Mar Municipal Code as well as the City’s adopted “Public Tree Policy Manual” contain measures to avoid or reduce potential impacts to “Protected Trees.” All trees of the species *Cupressus macrocarpa* (Monterey cypress) and *Pinus torreyana* (Torrey pine) are protected within the City. The project site does not contain any Monterey cypress or Torrey pine trees. Therefore, the project would not conflict with Chapter 23.50 of the Del Mar Municipal Code or the Public Tree Policy Manual, and no impacts would occur.

**f. No Impact**

While the County adopted the San Diego Multiple Species Conservation Program (MSCP) for the San Diego region in 1997, no MSCP Subarea Plan or Draft Subarea Plan has been prepared for the City at this time. The City does not have any other approved local, regional, or state Habitat Conservation Plan. Therefore, no impacts would occur.

## 4.5 Cultural Resources

Would the project:

Issue	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Cause a substantial adverse change in the significance of an historical resource as defined in §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Disturb human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**EXPLANATIONS:**

This section describes potential impacts related to cultural resource issues and is based on review of the Historical Resource Assessment Report (Historical Assessment) prepared for the residential property at 119 10<sup>th</sup> Street, Del Mar, California (Office of Marie Burke Lia 2018; Attachment 1).

**a. Less Than Significant Impact**

The Historical Assessment provided a historical significance assessment of the property under the National Register of Historic Places’ criteria and California Register of Historical Resources’ criteria. Per CEQA, the site would be considered historically significant if it meets one of the California Register of Historical Resources’ criteria. As such, this impact discussion focuses on the findings of whether the property meets California Register’s criteria. For a complete analysis under the National Register’s criteria, see Attachment 1.

Structures that are at least 45 years of age have potential to be considered historically significant under CEQA. As portions of the on-site residence are older than 45 years of age, the Historical Assessment was completed to evaluate if the site is considered historically significant under CEQA and address any potential impacts. Per CEQA, the site would be considered historically significant if it meets one of the California Register of Historical Resources’ criteria. Each of these criteria is addressed below based on the results of the Historical Assessment (Attachment 1):

**Criterion 1 – Association with Events: Associated with events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States.**

Local Del Mar historical information indicates (inconclusively) that the single-family residence may have been built by Jacob Shell Taylor, the founder of the City of Del Mar. Between 1884 and 1889, Taylor and his family resided at 220 Tenth Street in Del Mar. During this period in the mid-1880s, Taylor was actively and busily involved in developing and planning Del Mar, constructing the first resort hotel in the area as well as the schoolhouse, train depot, and necessary water system. He also constructed approximately 40 additional single-family residences to attract new residents to his fledgling town.

However, no historical evidence was located that would support the determination that the property was associated with events that made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States. As such, the property does not merit designation under California Register Criterion 1.

**Criterion 2 – Association with Person: Associated with the lives of persons important to local, California or national history.**

While Jacob Taylor contributed significantly to the initial planning and construction of the present-day city of Del Mar and presumably constructed the front portion of the property around 1885, this construction was only a minor part of Taylor's residential construction in Del Mar, which included over 40 residences. As such, this brief association with the property is not significant in relation to Taylor's overall development in Del Mar. In addition, the lack of integrity in the front portion of the building has further diminished Taylor's association with the property. His other activities in the founding and development of Del Mar are more important aspects of his significant contributions to Del Mar's history.

No historical information was found that would support the determination that Taylor's significance in the founding of Del Mar is in any way associated with what remains of the property. Additionally, there is no evidence that any other persons associated with the construction or residency of the front portion of the subject property were important in local or regional, California, or national history. As such, the property does not merit designation under California Register Criterion 2.

**Criterion 3 – Design/Construction: Embodies the distinctive characteristics of a type, period, region or method of construction or represents the work of a master or possesses high artistic values.**

No evidence was found to support the determination that the property embodied the distinctive characteristics of a type, period, region, or method of construction; was the work of a master; or possesses high artistic values. The original front portion of the building was designed and built as an example of the Folk Victorian style of architecture. The property was altered extensively in 1910 when the original porch was enclosed, and again in 1977 by the construction of a 640-square-foot addition on the rear of the structure. The original

front portion of the property also underwent door and window changes, the replacement of the original foundation, replacement of missing spindle work detailing, the closure of original door openings, and the addition of new, non-historic main entrance with sidelights and a transom. These structural changes, combined with the loss of the original setting, resulted in a significant loss of integrity.

In addition, no historical evidence was located that could conclusively determine that Taylor built the residence or if the work was contracted to a local builder. Additionally, no evidence was located to determine that the property possesses high artistic values as a good example of the Folk Victorian style of architecture. Due to the extensive nature of the alterations and renovations to the residence, the property has lost its original integrity. These changes have reduced the property's ability to reflect any potential "high artistic values." As such, the property does not merit designation under California Register Criterion 3.

**Criterion 4 – Archaeology: Has yielded or has the potential to yield, information important to the prehistory or history of the local area, California or the nation.**

In order to be determined significant under this criterion, the property must possess information which contributes to our understanding of human history and prehistory, and that information must be important. The subject property does not merit designation under California Register Criterion 4. *City of Del Mar Historical Significance Criteria*

The special regulations of the City apply to properties within the City's Historic Preservation Overlay Zone. The property is not located within that zone and therefore would not be considered a significant historical resource.

***Conclusion***

The subject property does not meet any of the local criteria or California Register of Historic Resources' criteria for historical and architectural significance. Impacts would be less than significant.

**b. Less Than Significant Impact**

Due to the developed nature of the project site, it is not anticipated that archaeological resources exist on-site, nor that excavation during construction would unearth any unknown archaeological resources. Therefore, impacts to archaeological resources would be less than significant.

**c. Less Than Significant Impact**

Impacts to paleontological resources typically occur during grading activities associated with project construction on previously undisturbed land, or during development where much deeper grading in native soil is proposed. The project site was subject to grading during construction of the existing residence. Furthermore, construction of the proposed residence would not require significant a substantial volume of excavation for the basement. Therefore, impacts to paleontological resources would be less than significant.

**d. Less Than Significant Impact**

The potential for encountering human remains during construction activities of the project is very low, as grading would occur entirely within the existing property that was subject to grading during construction of the existing residence. In the event that human remains are discovered, construction activities would be halted until the coroner is contacted, as well as any applicable Native American tribes consistent with Health and Safety Code Section 7050.5 and Public Resources Code Sections 5097.98 and 5097.993. The California Native American Graves Protection and Repatriation Act (2001) and the federal Native American Graves Protection and Repatriation Act (1990) require any remains or associated cultural items be treated with dignity and, as necessary, be repatriated. Therefore, impacts to human remains would be less than significant.

**4.6 Geology and Soils**

Would the project:

Issue	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i. 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii. Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii. Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv. Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Issue	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
c. 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**EXPLANATIONS:**

**a.i, ii. Less Than Significant Impact**

Ground surface rupture is unlikely to occur due to the absence of any known active or potentially active faults on-site; lurching or cracking of the ground surface as a result of nearby or distant seismic events is also considered unlikely. The project vicinity does have a potential for strong ground shaking, as is the case for much of southern California. The project site lies within a high earthquake shaking probability zone. Compliance with the California Building Code would ensure impacts associated with a strong seismic event or seismic ground shaking would be less than significant. Further, the proposed renovation and additions would be built to more current seismic standards, which would increase the seismic safety.

**a.iii. Less Than Significant Impact**

The site is not located in the vicinity of geologic hazards such as landslides, liquefaction areas, or faulting (City of Del Mar 1985). Therefore, the potential for landslides is minimal, and a less than significant impact would occur.

**a.iv. Less Than Significant Impact**

Refer to response a.iii., above.

**b. Less Than Significant Impact**

The project is not expected to cause substantial erosion or loss of topsoil due to standard engineering practices, stormwater requirements enforced by the City's permit process, and the relatively flat topography. In addition, the site would be landscaped in accordance with the City's requirements, or as prescribed by the Design Review Board, which limit or preclude erosion or the loss of topsoil. Impacts would be less than significant.

**c. Less Than Significant Impact**

The project site is not located within an area known to be subject to liquefaction, such as the San Dieguito Valley and Lagoon. Due to the dense nature of the underlying geology within the project vicinity and a lack of shallow groundwater occurrence, the potential for liquefaction is considered low. The project site and surrounding area are not within a mapped liquefaction seismic hazard zone (California Emergency Management Agency [Cal EMA] 2011). Also, the project site is not prone to landslides or mudslides, nor is it within a mapped earthquake-induced landslide hazard zone (Cal EMA 2011). The potential for subsidence and hydroconsolidation is also low based on the site conditions. Therefore, impacts related to landslides would be less than significant.

**d. Less Than Significant Impact**

The project site and adjacent properties are all currently developed and have all been previously graded. As a result, these areas include fill material, as well as underlying old paralic deposits. The fill deposits consist of loose silty sand with varying amounts of soft sandy soils. Old paralic deposits consist of medium dense to very dense silty sand. These soils have a low expansion potential. Thus, impacts related to soil expansion would be less than significant.

**e. No Impact**

The project does not propose the use of septic tanks or alternative wastewater disposal systems. The house will connect to existing water and sewer lines on 10th Street. No impact would occur.

## 4.7 Greenhouse Gas Emissions

Would the project:

Issue	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

### EXPLANATIONS:

#### a. Less Than Significant Impact

A 900 metric ton of carbon dioxide equivalent (MT CO<sub>2</sub>E) screening criterion for determining when a detailed greenhouse gas (GHG) analysis must be prepared was used for the project following guidance from the California Air Pollution Control Officers Association (CAPCOA) report “CEQA & Climate Change” dated January 2008. The 900 MT CO<sub>2</sub>E guideline is referenced as a conservative threshold for requiring further analysis and mitigation. This emission level is based on the amount of vehicle trips, energy and water use, waste, and other factors associated with projects. Projects that do not meet the criterion are not required to prepare a detailed GHG analysis. CAPCOA identifies project types and sizes that are estimated to emit approximately 900 MT CO<sub>2</sub>E of GHG emissions annually. As discussed in the CAPCOA report, 50 single-family residential units are estimated to generate 900 MT CO<sub>2</sub>E of GHG emissions annually (CAPCOA 2008). The project is limited to the demolition of the existing patio and previous addition, relocation of the existing single-family residence, and construction of a two-story single-family residence. Emissions due to construction and operation of the project would be well below the 900 MT CO<sub>2</sub>E significance threshold, and impacts would be less than significant.

#### b. Less Than Significant Impact

Executive Order (EO) S-3-05 established GHG emission reduction targets for the state, and Assembly Bill (AB) 32 codified the 2020 goal of EO S-3-05 and launched the Climate Change Scoping Plan (CARB 2008) that outlined the reduction measures needed to reach these targets. The project is consistent with the state reduction targets for transportation, energy, and other emissions associated with land use and development. The project would result in an increase of less than the CAPCOA’s 900 MT CO<sub>2</sub>E screening threshold.

Therefore, the project would have a less than significant impact on achieving the state's 2020 reduction target.

EO B-30-15 establishes an interim GHG emission reduction goal for the state of California by 2030 of 40 percent below 1990 levels. The 2030 GHG emission policy of EO B-30-15 was codified by the adoption of SB 32. The project would emit less than 900 MT CO<sub>2</sub>E annually. Further, the project's 2020 emissions represent the maximum emissions inventory for the project; as emissions associated with the project would continue to decline from 2020 through at least 2050 based on regulatory forecasting. Emission reductions beyond 2020 would occur because of continuing implementation of regulations that further increase vehicle fuel efficiency and reduce GHG emissions from mobile sources, and the continuing procurement of renewable energy sources to meet renewables portfolio standard (RPS) goals through year 2030. Given the reasonably anticipated decline in project emissions once fully constructed and operational due to existing regulatory programs, emissions associated with the project would continue to decline in line with the GHG reductions needed to achieve the 2030 goals and the EO S-3-05 horizon year (2050) goals. Therefore, the project would not conflict with the long-term GHG policy goals of the state, and impacts related to the state's post-2020 GHG emissions goals under EO B-30-15 and EO S-3-05 would be less than significant.

Additionally, the City of Del Mar has developed a Climate Action Plan (CAP) that presents strategies to meet the state of California's goal of reducing greenhouse gas emissions to 1990 levels by 2020. As a part of this effort, the CAP has developed measures to reduce residential and commercial electricity consumption, which currently accounts for 20 percent of Del Mar's GHG emissions. "Goal 3: Residential Efficiency Retrofits—Single-Family Homes" intends to "achieve a 20-percent energy reduction in 10 percent of single-family homes by 2020 and a 30-percent energy reduction in 20 percent of single-family homes by 2035." The proposed renovations would include interior improvements, such as insulation, which would assist the City in achieving Goal 3.

California's first energy efficiency standards (Energy Code) were adopted in 1977 and became effective in 1978. These standards have subsequently been updated every two to five years to create increasingly stringent energy efficiency requirements for new construction. For example, the previous approved 2008 Energy Code (effective January 1, 2010) required energy savings of 15 to 35 percent above the former 2005 Energy Code. This is relevant as the original GHG inventory for the state was based on the 2005 Energy Code. The current 2013 Energy Code (effective July 1, 2014) provides mandatory energy-efficiency measures as well as voluntary tiers for increased energy efficiency. Based on an impact analysis prepared by the California Energy Commission (CEC) for single-family residences, the 2013 Energy Code has been estimated to achieve a 36.4 percent increase in electricity efficiencies and a 6.5 percent increase in natural gas efficiencies over the 2008 Energy Code (CEC 2013). The 2016 Energy Code became effective January 1, 2017, and it is estimated that the 2016 Energy Code will achieve up to a 28 percent increase in energy efficiencies over 2013 standards for single-family residential uses (CEC 2016).

Because the existing residence was constructed prior to implementation of the original Energy Code standards in 1978, the proposed partial demolition, reconstruction, renovation, and construction of a basement addition and a two-story residential addition would result in energy efficiency upgrades compared to the existing condition. Energy efficiency upgrades would contribute towards the CAP's goal of increasing energy efficiency. The partial demolition, remodeling, renovation, and addition of a basement and two-story addition to an existing single-family residence would be subject to the 2016 Energy Code standards and consequently would be more energy efficient than the existing residence. Therefore, the project would not conflict with the goals of the Del Mar CAP, and impacts would be less than significant.

### 4.8 Hazards and Hazardous Materials

Would the project:

Issue	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Create a significant hazard to the public or the environment through routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Issue	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**EXPLANATIONS:**

**a-b. Less Than Significant Impact**

The proposed demolition would involve structures constructed prior to 1980 and, therefore, a potential for exposure to asbestos-containing materials (ACMs) and lead-based paints (LBP) exists. During demolition, all potentially hazardous materials (including ACMs and LBPs) that may be hazardous to the public or environment would be handled in accordance with California Occupational Safety and Health Administration (CAL-OSHA) requirements for employee safety and disposal of any contaminated material would be in accordance with state and county regulations that would require surveys and abatement.

During construction of the project, small amounts of solvent and petroleum products may be utilized on-site. These materials would be managed and used in accordance with all applicable federal, state, and local laws and regulations, and would not represent a significant hazard to the public or environment.

Potential impacts from the routine transport, use, or disposal of hazardous materials would be less than significant given conformance to existing regulations for the transport, use, and disposal of hazardous materials.

**c. Less Than Significant Impact**

The project site is located within 0.25 mile of a school. More specifically, the site is located approximately 0.1-mile northwest of the Winston School of San Diego. However, the project would not emit hazardous emissions, and the small amounts of solvent and petroleum used during the construction would be managed and used in accordance with all applicable federal, state, and local laws and regulations, and therefore would not create a significant hazard to the public or environment. A less than significant impact would occur.

**d. Less Than Significant Impact**

The Hazardous Waste and Substances Sites (Cortese) List is a planning document that provides information about the location of hazardous materials release sites in the state. Government Code Section 65962.5 requires the California Environmental Protection Agency to develop at least annually an updated Cortese List. The California Department of Toxic Substances Control (DTSC) is responsible for a portion of the information contained in the Cortese List. Other state and local government agencies are required to provide additional information for the Cortese List. Via Geotracker (Regional Water Quality Control Board 2017), four cases were identified within 0.5 mile of the project site. All four of these cases (T0607303206, T0608128525, T0608128655, and T0608177539) were associated with the Del Mar Chevron formerly located 0.15 mile to the east of the site. These cases involved two Leaking Underground Storage Tank cleanup sites and two Cleanup Program Sites. All three of these cases have been closed. Therefore, the project is not located on a site or near a site included on a list of hazardous materials sites that would create a significant hazard, and impacts would be less than significant.

**e-g. No Impact**

The project site is not located within an airport land use compatibility plan area; or within 2 miles of a public or public use airport, or a private airstrip. The project would not interfere with emergency response plans or operations near the project site. If any partial road closure is necessary during construction, a traffic control plan would be prepared to that minimize temporary traffic delays and assure emergency vehicle access. No impact would occur.

**h. No Impact**

The California Department of Forestry and Fire Protection (CAL FIRE) has mapped areas of significant fire hazards in San Diego County into different Fire Hazard Severity Zones (FHSZ) based upon fuels, terrain, weather, and other relevant factors. The project site is in a Non Very High FHSZ (CAL FIRE 2009). Furthermore, the project site is surrounded by existing development and located approximately 0.15-mile from the Pacific Ocean. Therefore, no impacts associated with wildland fires would occur.

## 4.9 Hydrology and Water Quality

Would the project:

Issue	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. 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 table?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. 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 would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Create or contribute runoff water, which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Issue	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
g. 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h. Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i. 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j. Contribute to inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**EXPLANATIONS:**

**a, e, and f. Less Than Significant Impact**

Project grading, construction, and operation is subject to the City of Del Mar Stormwater Management, and Discharge Control Ordinance (Chapter 11.30 of the City’s Municipal Code) which requires installation, implementation and maintenance of minimum Best Management Practices (BMPs) outlined in the City’s Stormwater Standard Manuals. The City would require installation of BMPs to prevent erosion, runoff, and pollution into storm drains. Some examples of construction BMPs include perimeter silt fences, designated and contained storage areas for materials and waste, and on-site materials for spill control or containment. Implementation of BMPs during construction would minimize potential impacts to water quality. With implementation of the applicable regulatory framework, the project would not violate any water quality standards or waste discharge requirements. Runoff generated by the project would be similar to what is generated by the existing residence. As part of the project, the contractor is required to monitor water quality BMPs, including conducting routine inspections of disturbed areas to ensure that the BMPs remain intact and effective. Therefore, impacts related to water quality and runoff would be less than significant.

**b. No Impact**

The project would not withdraw groundwater or result in discharge of groundwater from the site into the existing groundwater table. The amount of impervious surfaces created by the project would be slightly increased, but would not reduce groundwater recharge. Therefore, no impact related to groundwater supplies would occur.

**c and d. No Impact**

The project site is relatively flat, and does not does not contain any drainages. The project would be required to implement construction BMPs to maintain water quality (see Section 4.9.a). Therefore, the project would not substantially alter the existing drainage pattern of the project site, nor would it alter the course of a river in a manner that would result in substantial erosion, siltation, or flooding on- or off-site. No impact would occur.

**g-j. No Impact**

The project site is not located within the 100-year flood area or the 500-year flood area as identified in Federal Emergency Management Agency maps. Also, the site is not located in a dam or levee-failure inundation area. The potential seiche and mudflow risk would be very low considering the project site is not located near a large contained body of water and the topography of the immediate area. The project would retain the existing runoff rates considering the mandatory stormwater regulations.

With regard to tsunami risk, the project site is located close to the Pacific Ocean, but is not located within a mapped tsunami inundation area as shown on the San Diego County Tsunami Inundation Maps (Cal EMA et al. 2009). No impact would occur.

**4.10 Land Use and Planning**

Would the project:

Issue	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**EXPLANATIONS:**

**a. No Impact**

The project would not physically divide an established community. The site is already developed with a residence and would retain the residential use. Therefore, the project

would not interrupt the existing land use pattern within the community, and no impacts would occur.

**b. No Impact**

All properties within the City are located within the coastal zone and are subject to a Coastal Development Permit. The certified Del Mar LCP consists of the Land Use Plan and implementing ordinances. The primary goal of the Land Use Plan is to ensure that all land use and development activities in the City will be in conformance with the policies of the California Coastal Act of 1976, as amended. The LCP includes several general land use development goals and policies that are relevant to the project such as maintaining low-intensity character of the community, to protect and preserve public views to the ocean and other significant natural resources, and to minimize disturbance of natural topography and vegetation. Other applicable land use regulations include the City’s Municipal Code and Community Plan. The proposed single-family residential project is located on an approximately 8,000-square-foot lot and would be consistent with the adopted R2 Zone and associated land use designations. According to the City’s Municipal Code Chapter 30.20, the R2 Zone is designed to allow for one- and two-family dwellings on individual lots greater than 7,000 square feet that are within walking distance to the village center (City of Del Mar 2014). The existing house is also consistent with the goals, objectives, and policies of the Del Mar Community Plan, thus the development of a similar residence would be consistent (City of Del Mar 1976). Therefore, the project would not conflict with any applicable land use plan, policy, or regulation, and no impacts would occur.

**c. No Impact**

As described in Section 4.4.f., above, the City does not have an approved local habitat conservation plan or natural community conservation plan. Therefore, no impacts would occur.

## 4.11 Mineral Resources

Would the project:

Issue	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a. 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**EXPLANATIONS:**

**a-b. No Impact**

The project site is already zoned for and developed with a residential use. Thus, the redevelopment of the site would not result in the loss of availability of a mineral resource. No impact to mineral resources would occur.

**4.12 Noise**

Would the project:

Issue	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Expose persons to or generate noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Expose persons to or generate excessive ground borne vibration or ground borne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. For a project located within an airport land use plan, or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Issue	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
f. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**EXPLANATIONS:**

**a. Less Than Significant Impact**

Existing noise sources in the project area include traffic, trains, aircraft, landscaping equipment, animal vocalizations, and wind. The site is already developed with a residential use and the project would involve continued use of the site as single-family residential. In the project area, these noise sources are periodic and not anticipated to exceed 65 Community Noise Equivalent Level maximum noise level compatibility threshold, as interpreted in the Community Plan Transportation Element (City of Del Mar 1976, including 1985 amendments). No land use compatibility noise impact would occur.

Construction noise is regulated within the City by the Noise Ordinance, which limits construction noise 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. Construction noise is prohibited on Sundays and City holidays. The City does not set a specific numerical noise level limit on construction activity. The project would comply with the City Noise Ordinance construction hours of operation.

**b. Less Than Significant Impact**

Construction operations have the potential to result in varying degrees of temporary ground vibration, depending on the specific construction equipment used and operations involved. Ground vibration generated by construction equipment spreads through the ground and diminishes in magnitude with increases in distance. The effects of ground vibration may be imperceptible at the lowest levels, low rumbling sounds and detectable vibrations at moderate levels, and damage to nearby structures at the highest levels.

Vibration perception would occur at structures, as people do not perceive vibrations without vibrating structures. The project would require drilling for the shoring piles. The use of the drill would have the greatest potential to generate vibrations that would affect adjacent residential land uses. According to the Federal Transit Administration, vibration levels due to drilling would be 0.089 inch per second peak particle velocity (PPV) at 25 feet. The nearest residence is 15 feet from the closest drilling location. Vibration levels would be less than 0.2 PPV at 15 feet. Human reaction to vibration is dependent on the environment the receiver is in as well as individual sensitivity. As an example, vibration outdoors is rarely noticeable and generally not considered annoying. Typically, humans must be inside a

structure for vibrations to become noticeable and/or annoying. Based on several federal studies the threshold of perception is 0.035 inch per second PPV, with 0.24 inch per second PPV being a distinctly perceptible (Caltrans 2013). As construction vibration levels would be below the distinctly perceptible threshold, groundborne vibration and noise impacts from construction would be less than significant. Once occupied, the single-family residence would not be a source of groundborne vibration or groundborne noise levels.

**c. Less Than Significant Impact**

Construction noise would be temporary and is regulated under the City's Noise Ordinance (limited to 7 a.m. to 7 p.m. on Monday through Friday and 9 a.m. to 7 p.m. on Saturday, no construction allowed on Sunday or City holidays). Long-term, or "operational", noise would be limited to those sources typical of a residential development such as maintenance; children at play; vehicles arriving and leaving; and a heating, ventilation, and air conditioning (HVAC) unit. Since the project involves the remodeling, renovation, and addition to an existing single-family residence, these noise sources would be similar to the existing condition. These noise sources are not anticipated to exceed the City's Noise Regulations (Chapter 9.20) or result in an increase over existing noise levels. Ultimately, the project would be required to comply with the City's Municipal Code noise regulations. Thus, there would be no substantial permanent increase in ambient noise levels, and impacts would be less than significant.

**d. Less Than Significant Impact**

Temporary increases in noise levels due to the project are associated with construction activities. Existing adjacent residences would be exposed to construction noise levels that may be heard above ambient conditions, the exposure would be temporary. All construction would occur daytime hours consistent with the Noise Ordinance. Thus, impacts associated with the temporary increase in ambient noise levels would be less than significant.

**e-f. No Impact**

No public or private airports are located within two miles of the project site and would thus not result in the exposure of people on- or off-site to excessive noise levels. Therefore, the project would have no impact related to airport noise.

### 4.13 Population and Housing

Would the project:

Issue	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a. 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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**EXPLANATIONS:**

**a. No Impact**

The project would not induce population growth, either directly or indirectly. The project would be limited to the demolition of an existing residence and construction of a new single-family residence. Consequently, there would be no net change in housing with the City. Furthermore, the project would not extend any existing roads or expand existing infrastructure facilities. No growth impacts would occur.

**b-c. Less Than Significant Impact**

The project would temporarily displace residents of the existing residence. This temporary loss of one residence would not displace substantial numbers of existing housing or people, and impacts would be less than significant.

## 4.14 Public Services

Would the project:

Issue	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, 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:				
i. Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii. Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii. Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv. Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
v. Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**EXPLANATIONS:**

**a.i-v. No Impact**

The Del Mar Fire Department consists of one fire station located on the San Diego County Fairgrounds at 2200 Jimmy Durante Boulevard. Its personnel comprise nine full-time staff (three captains, three fire engineers, and three firefighters/paramedics). The Fire Department operates one front-line fire engine, one rescue unit, and a reserve fire engine (City of Del Mar 2017a). The City contracts law enforcement services from the San Diego County Sheriff’s Department. The City is provided routine patrol of city streets by patrol and traffic deputies, crime prevention services, and a wide array of other law enforcement services by the San Diego County Sheriff’s Department Encinitas Station (City of Del Mar 2017b). The City also provides local parks (e.g., Seagrove and Powerhouse Parks, trail system) to residents, as well as a library located at 1309 Camino del Mar. The proposed project would not result in any net change in housing in Del Mar or otherwise increase demand for fire protection, police services, parks, schools, or other public facilities. No impacts to public services would occur.

## 4.15 Recreation

Would the project:

Issue	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a. 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**EXPLANATIONS:**

**a-b. No Impact**

The project would not change the number of residents in the City or otherwise alter the demand for recreational facilities. No impacts to recreation facilities would occur.

## 4.16 Transportation/Traffic

Would the project:

Issue	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**EXPLANATIONS:****a. Less Than Significant Impact**

Project construction activities would temporarily contribute to additional vehicle trips on the local circulation system. Construction traffic would likely use Interstate 5, Via de la Valle, Jimmy Durante Boulevard, Camino del Mar, and 10<sup>th</sup> Street. Project construction would not require a substantial amount of vehicle trips, because it is limited to the partial demolition, remodeling, renovation, and addition of a basement and two-story addition to an existing residence. It is not anticipated that construction of the project would degrade traffic level of service on the surrounding roadway system, and the minimal delays that would occur would cease once construction is completed. The project also would not result in an increase in trips associated with project operation since there would be no increase in residential units. Therefore, the project would not conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, nor would it interfere with other relevant components of the circulation system, including pedestrian/bicycle paths or mass transit. Impacts would be less than significant.

**b. No Impact**

The project would not conflict with an applicable congestion management program, as it would not add permanent vehicle trips to the circulation system. No impact would occur.

**c. No Impact**

The project would have no effect on air traffic patterns as there are no commercial or private airports within the City. No impact would occur.

**d. No Impact**

The project would not increase hazards due to a design feature, as the project would not change any road features. No impact would occur.

**e. No Impact**

The project would not result in inadequate emergency access, as the project would not change any road features. No impact would occur.

**f. No Impact**

The project is limited to the partial demolition, remodeling, renovation, and addition of a basement and two-story addition to an existing single-family residence and would not affect any alternative modes of transportation. Therefore, the project would not conflict with any adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities. No impact would occur.

### 4.17 Tribal Cultural Resources

Would the project:

Issue	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
i. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**EXPLANATIONS:**

**a.i-ii. Less Than Significant Impact**

In response to the implementation of AB 52 in 2015, the City solicited Native American tribes to determine interest in being included in the formal consultation process for new projects in Del Mar. At this time, no formal requests for consultation have been requested and no information indicating the project site could be a tribal cultural resource has been identified. See also responses in Section 4.5 above. Thus, potential impacts to tribal cultural resources would be less than significant.

**4.18 Utilities and Service Systems**

Would the project:

Issue	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Issue	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
e. Result in a determination by the wastewater treatment provided which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g. Comply with federal, state, and local statutes and regulation related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**EXPLANATIONS:**

**a-e. Less Than Significant Impact**

The existing residential development conveys stormwater to the City's storm drain system consistent with the Regional Water Quality Control Board treatment requirements. The project would employ BMPs to control stormwater flows during construction of the future two-story single-family residence. The existing residence is connected to the City's water and wastewater system, and the renovation and addition to the existing residence would not increase demand for these services. Therefore, impacts related to stormwater, water, and wastewater would be less than significant.

**f-g. Less Than Significant Impact**

Partial demolition of the existing residence, remodeling, renovation, and construction of a basement addition and a two-story addition would generate debris requiring disposal. However, the project would comply with City Municipal Code Chapter 11.20 Management of Solid Waste, which provides guidance for the disposal of solid waste and recycling. Furthermore, current landfill capacities within the San Diego region would be able to accommodate debris generated during demolition and construction activities, as well as solid waste generated during operation. The project would also retain 812 square feet of the original residence, which would reduce waste disposal needs of the project. Overall, impacts related to solid waste would be less than significant.

## 4.19 Mandatory Findings of Significance

Does the project:

Issue	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a. 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 periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable futures projects)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**EXPLANATIONS:**

**a. Less Than Significant Impact**

As described in Section 4.4 above, the project site consists of developed land with landscaping, and no sensitive species nor habitat for designated sensitive species are present on-site or adjacent to the site. Similarly, the project site does not possess any riparian habitat or communities, or any wetlands, wetland buffer areas, or non-wetland waters of the U.S. Therefore, no impacts to sensitive species, riparian habitat, or wetlands would occur.

As described in Section 4.5, the project would not have any impact on historical resources; thus, it would not eliminate important examples of the major periods of California history or prehistory.

**b. Less Than Significant Impact**

As described in Sections 4.1 through 4.18, the project would not result in any significant environmental impacts. Consequently, the project would not result in any cumulative impacts on the environment.

**c. Less Than Significant Impact**

As described in Sections 4.3, 4.8, and 4.12, the project would not result in any substantial adverse direct or indirect impacts to human beings related to air quality, hazards and hazardous materials, and noise.

## 5.0 Determination and Preparers

### CALIFORNIA DEPARTMENT OF FISH AND WILDLIFE FEE DETERMINATION

#### (Fish and Game Code Section 711.4, Statutes of 2006 – SB 1535)

- It is hereby found that this project involves no potential for any adverse effect, either individual or cumulatively, on wildlife resources and that a “Certificate of Fee Exemption” shall be prepared for this project.
- It is hereby found that this project could potentially impact wildlife, individually or cumulatively, and therefore, fees in accordance with Section 711.4(d) of the Fish and Game Code shall be paid to the County Clerk.

#### **Report Preparers**

RECON Environmental, Inc., 1927 Fifth Avenue, San Diego, CA 92101

Stephanie Whitmore, Principal  
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Chris Nixon, Graphics Preparer, GIS Technician  
Eija Blocker, Technical Editor, Production Specialist

## 6.0 Sources Consulted

### Description of Project

Bokal & Sneed Architects

2016 Schematic Design Plan Set (Sheets A-1 to A-6).

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**Biological Resources**

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Marie Burke Lia, Attorney at Law

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**Greenhouse Gas Emissions**

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**Hazards/Hazardous Materials**

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# **ATTACHMENT 1**

## **Historical Resources Assessment Report**

**Historical Resources Assessment Report  
for the residential property located at  
119 Tenth Street, Del Mar California**

**Submitted to:**

**Elliott Benintendo**

**BOKAL & SNEED ARCHITECTS**

**244 Ninth Street**

**Del Mar CA 92014**

**Prepared for:**

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**February 2018**

**HISTORICAL RESOURCES ASSESSMENT REPORT  
OF THE RESIDENTIAL PROPERTY  
LOCATED AT  
119 TENTH STREET  
DEL MAR, CALIFORNIA 92014**

**1.0 EXECUTIVE SUMMARY**

This Historical Resources Assessment Report of the residential building located at 119 Tenth Street in the Del Mar area of San Diego, California (“Property”) was prepared at the request of Mr. and Mrs. James Riedman, the property owners. The purpose of the Report was to determine the potential historical and/or architectural significance of a c.1885 Folk Victorian style, one-story, single-family residential building. The residence is located on Lot 6, Block 9, Map 368, Assessor’s Parcel Number 300-171-03.

The property was previously assessed in 2006 and found to be historically significant under Criterion B: Person for its association with Jacob Shell Taylor. Previous historical research indicated that the front portion of the 119 Tenth Street residence was considered to be historically significant as that portion was associated with individuals significant at the local, state and national levels. Local Del Mar history indicates that the front structure was built by the founder of Del Mar, Jacob Shell Taylor, c. 1885.

The single-family residence is not considered to be architecturally significant as an example of Folk Victorian architecture due to extensive additions and alterations that have compromised the original integrity of the structure. The structure contains few of the character defining features of type, period or method of Folk Victorian construction, and many of them were added in the late 1970s during a major renovation process. In addition, the structure does not possess high artistic values as an example of Folk Victorian architecture due to the extensive alterations. The building also does not possess any further information potential.

The previous 2006 evaluation found the front portion of the residence to be important for its association with Jacob Shell Taylor under Criterion B: Person. A subsequent further review of the criteria has determined that the property is not significant for its association with Taylor, thus leading to the current assessment of the property.

Jacob Shell Taylor, after a long career in numerous states and diverse business ventures, moved to Del Mar in 1883. He went into partnership with Theodore Loop and began the planning and construction of the present-day city of Del Mar. Taylor lived in Del Mar from 1883-1890, when he moved to Texas and made it his permanent residence. Taylor was responsible for the formation of the city of Del Mar and was involved in all phases of its founding development. The front portion of the subject property was presumably constructed by Taylor c. 1885. Taylor’s association with the property ended when the home was sold to William J McKay in August 1886. The brief nature of his association with the property diminishes any significance the property may have because of its association with him. The lack of integrity remaining in the front portion of the subject property has also diminished Taylor’s association with the property. In addition, his other activities in the founding and development of Del Mar are the more important aspects of his significant contributions to Del Mar’s history.

**2.0 INTRODUCTION**

This Historical Resources Assessment Report was prepared in order to determine the potential historical and/or architectural significance of a one-story, single-family residential building located at 119 Tenth Street in the Del Mar area of San Diego, California. According to the Residential Building Record, the

building was constructed in 1910. This is incorrect, however, as the 1910 date stems from the first alterations to the home. Additionally, the Del Mar History and the chain of title records indicate a construction date of c.1885.

Since structures that are at least 45 years of age may be considered potential historic resources under the California Environmental Quality Act (CEQA), the Property was researched and evaluated in a previous report in 2006 as a potential historic resource in accordance with City of Del Mar's guidelines and criteria, the California Register of Historical Resources criteria and the criteria and guidelines established by the National Register of Historic Places by Kathleen A. Crawford, M.A., Historic Property Consultant to the Office of Marie Burke Lia, Attorney at Law, in January 2006. The current report was prepared in August 2017 by Marie Burke Lia, J.D. and Kathleen A. Crawford, M.A. The Property was determined by the current 2017 study not to be historically and/or architecturally significant under any of the established local, state, or federal criteria. The front structure was determined in the 2006 study to be historically significant for its association with Jacob Shell Taylor and as one of the oldest extant residences dating to the formative period of Del Mar's history. A re-examination of the local, state and federal guidelines and criteria resulted in a different conclusion.

### **3.0. METHODOLOGY**

Determinations of historic and architectural significance require that a number of issues be considered. Factors of significance include: the property's history, both construction and use; the history of the surrounding community; the potential for important persons or uses to be associated with the property over its lifespan; the number of resources associated with the property; the potential for the resources to be the work of a master architect, builder, landscape architect, artist or craftsman; what historical, architectural or landscape influences have shaped the design of the property and its pattern of use; what alterations have taken place over the years and how have they affected the original historic and architectural integrity of the property; and the current condition of the property. These questions and related issues must be answered before a determination of historical and/or architectural significance can be reached.

The California Register of Historical Resources utilizes the National Register of Historic Places criteria, with slight modifications, for determinations of significance to form a foundation for historic evaluation of properties. The California Register's modification of National Register criteria was not relevant to the subject property in so far as the California Register substitutes the term "work of an important creative individual" for the term "work of a master" and deals with sites pertaining to the cultural heritage of succeeding generations.

This Historical Resources Assessment Report includes a Title Page; Table of Contents; Executive Summary; Introduction (Report Organization, Project Area and Project Personnel); Project Setting (Physical Project Setting, Project Area and Vicinity; Historical Overview of the Del Mar community); Methods and Results (Archival Research, Field Survey and Description of The Property with photographs); Significance Evaluation; Findings and Conclusions; Bibliography; and Appendices. The Appendices consist of Building Development Information (Residential Building Record and Building Construction Permits); Lot and Block Book Page; Ownership and Occupant Information (Chain of Title; San Diego City Directory Occupant Listings and copy of the Deed from the date of Property construction); Maps (800:1 scale engineering, U.S.G.S. Del Mar Quadrangle, Track Info Services LLC Aerial Photographs and Sanborn Fire Insurance Maps); DPR 523 forms and the Report Preparer Qualifications (Resume).

### **3.1 Project Personnel**

Project personnel included Amanda Daghaly, Kathy Crawford and Dolores Mellon, Historic Property Consultants to the Office of Marie Burke Lia, Attorney at Law. Ms. Crawford and Ms. Daghaly conducted the field survey and photographed the subject property, and Ms. Crawford prepared an architectural description of the property based upon information taken during the site visit. Based upon site visit information, the property was compared to established architectural norms that are currently in use in the United States. Several architectural reference guides were utilized to accurately assess the architectural elements present in the subject property's overall design.

Kathy Crawford and Amanda Daghaly conducted the archival research for the property. The archival research included the Assessor's Parcel Maps obtained at the County of San Diego Assessor's Office; City of Del Mar Water and Sewer Records; Building Permit Records at the County of San Diego; the San Diego History Center Archives and Photographic Collection; and the San Diego Public Library, California Room records.

Local, state and federal inventories were reviewed for information related to the building. Oral interviews were conducted with a number of individuals connected to Del Mar's history and who had knowledge of Del Mar's past notable events and people. California Department of Parks and Recreation DPR 523 forms were prepared for the property and are included in the Appendices. The appendices also include current photographs, the Residential Building Record, the chain of title research, Sunset Magazine and San Diego Home and Garden articles, and various maps.

The criteria for historical significance was obtained from the National Register of Historic Places Criteria for Evaluation and the Instructions for Recording Historical Resources prepared by the State of California Department of Parks and Recreation guidelines and instructions for preparing historical documentation.

#### **4.0 PROJECT SETTING**

The Property is located at 119 Tenth Street in the Del Mar area of San Diego. The Property is located on a block bounded by Stratford Court on the east; 11<sup>th</sup> Street to the north; the Pacific Ocean to the west; and 9<sup>th</sup> Street to the south. The neighborhood setting in and around the subject property has been primarily residential, typified by single-family residential construction. Commercial structures are present along Camino Del Mar, approximately two blocks away. Over the years, the neighborhood setting has substantially changed, as the surrounding area has been infilled with an abundance of single-family homes, and 119 Tenth has lost its ocean-view. Overall, architectural styles around the 119 Tenth Street property reflect a range of architectural styles, including Modern variants, Spanish Eclectic, Spanish Colonial Revival and Vernacular designs.

#### **5.0 HISTORIC ANALYSIS**

##### **5.1 History of Del Mar**

The present day city of Del Mar began in the 1880s when Jacob Shell Taylor purchased land in several transactions from Theodore and Ella Loop, pioneer settlers to the land. The area encompassed by the present day city of Del Mar was occupied by a variety of people over the centuries, including the San Dieguito band of Native Americans, the Spanish settlers in the 1700s, the Mexican rancho owners, and finally by the Americans starting in the 1850s. The land was settled by various owners, including the Loops. Theodore Loop was the contractor and engineer for the arrival of the California Southern Railroad, which first came to Del Mar on August 14, 1882. He had purchased acreage in what he described as "the most attractive place on the entire coast." He and his wife built a tent city on the beach and called the area "Del Mar" which was a name taken from a popular poem, *The Fight on Paseo Del Mar*.<sup>1</sup>

Taylor, a native of New York, had operated a large cattle ranch in New Mexico and purchased the Los Penasquitos Ranch in 1882 for \$15,000, sight unseen. He arrived in the San Diego area to inspect his purchase in 1883 and began to buy property in the Del Mar area.<sup>2</sup> Taylor met Loop and they made plans to develop a town. Taylor purchased 338.11 acres of land at the northern end of the mesa from homesteader Enoch Talbert for \$1000. Taylor's brother, James, served as surveyor and laid out the first townsite. His family members all joined him in his new venture, building homes in the Del Mar area. Taylor moved on to other ventures, leaving Del Mar in 1890, never to return but he had laid the foundation for the city to come. He had constructed the first schoolhouse, helped to bring the railroad to town, built a natatorium, gave the town its first hotel - Casa del Mar, and a four story observation tower. One of the town's first business ventures was the General Merchandise Store, operated by Henry John Gottesburen, a new arrival in 1884.<sup>3</sup>

In the early 1900s, the South Coast Land Company was formed to develop the Del Mar area. The company hired an architect from Los Angeles, John C. Austin, to create plans for a luxury hotel to draw guests to Del Mar. The company envisioned a resort catering to the wealthy and after its opening, the Hotel Del Mar became popular with the newly developing film industry. The film industry had begun in the San Diego area but had moved by 1910 to the Los Angeles area, close enough for the stars to travel to Del Mar for luxury weekends. Soon a pier, bath house, pool, golf course, and a "plunge" were constructed to provide activities for guests. During the teens and twenties, people began to buy property in the area and construct homes with ocean views. The area felt the sting of the Great Depression in the 1930s and building contracted and life slowed in the city.<sup>4</sup>

Plans were underway in the early 1930s to develop a site for a county fair. The first location was in the Pacific Beach/Mission Bay area, but Senator Ed Fletcher lobbied for Del Mar. The site in the San Dieguito Valley seemed perfect for a fairground and a mile-long oval race track. Funding for the project came from the Works Progress Administration (WPA), a Depression era program designed to help cities recover economically, and the opening day for the Del Mar Fair was October 8, 1936. Thousands of people flocked to the fairgrounds and since 1936, one of the highlights of the Fair season was the crowning of the queen for the event - the *Fairest of the Fair*. The race track opened on July 3, 1937 and the Del Mar Turf Club was formed with Bing Crosby and Pat O'Brien in the lead. In 1938, Bing Crosby recorded the song that still greets race goers - *Where the Turf Meets the Surf*. Numerous Hollywood stars enjoyed the track over the years, including Lucille Ball and Desi Arnaz, Jimmy Durante, Burt Bacharach and Angie Dickinson. During the years of World War II, the fairgrounds and track were closed, and the grandstand became a bomber tail assembly production facility. The fair was reopened after the war, entertaining thousands since that time to the present.<sup>5</sup>

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<sup>1</sup> Del Mar Historical Society Website, "History of Del Mar," p. 1; Ewing, Nancy Hanks, *Del Mar Looking Back*, pp. 11-47.

<sup>2</sup> Ewing, Nancy Hanks, *Del Mar Looking Back*, pp. 11-47.

<sup>3</sup> Ewing, Nancy Hanks, *Del Mar Looking Back*, pp. 58-63; Del Mar Historical Society Website, "History of Del Mar," p. 1.

<sup>4</sup> Del Mar Historical Society Website, "History of Del Mar," p. 1.

<sup>5</sup> Del Mar Historical Society Website, "History of Del Mar," p. 2.

In 1959, Del Mar incorporated as a city and in the early 1960s, the freeway bypassed the city, allowing the traffic to subside a bit. Del Mar returned to its more tranquil past. The construction of the University of California, San Diego caused a ripple effect in Del Mar as newcomers moved to the area. Many of the new residents were politically active, providing new leadership in the city and adding to the cultural life of the city. Environmental issues began to take shape and concern over the city's open space began to dominate city politics. Del Mar began to attract writers, artists, new businesses and restaurants, and publishing operations. The city celebrated its centennial in 1985 and continues to grow with elegant shops and boutiques, lovely homes, and a quiet ambiance that still attracts thousands of visitors each year to its fair, race track and beautiful beaches. <sup>6</sup>

## **5.2 History of 119 10<sup>th</sup> Street, Del Mar**

The Residential Building Record for the property indicates a construction date of 1910 for the original residence. However, local Del Mar history indicates a construction date of ca. 1885. A historic photograph located at the San Diego Historical Society Research Archives, #17427-4B, dated ca. 1889, clearly shows the presence of the structure on Tenth Street. The residence was extensively altered by the owners in 1977 as it was in poor condition. The building was altered to remove a back porch and to construct the addition of a rear bedroom and bath section; two separate widow's walks were added to the roof of each section of the structure; and front and side porches, enclosed at an unknown time in the past, were opened on the north and west facades. The ca. 1889 historic photograph also indicates the presence of the front porch which does not appear to be enclosed at that time. The Record also notes the following information: "Add. is BR, built to design of old D (high ceiling, high narrow windows) + passageway + bath + porch. Balance of D reworked to new condition while retaining old design + material. Eff yr represents compromise between old design + new condition. Reclassed at lower limit D incorrectly platted for prior years - 6' portion RF corner + R side was enclosed porch now opened." The Record indicates the presence of the rear garage but does not indicate a construction date. However, from visual inspection, it appears to be in the ca. 1910 period.

Building permits and water and sewer records were not available for the property.

According to the history of Del Mar book, *Del Mar: Looking Back*, author Nancy Ewing states that Jacob Taylor sold the property to William J. McKay on November 4, 1884. <sup>7</sup> California Lot Books Inc. produced the Chain of Title information for the property. The following owners were listed in the chain of title: *Jacob Shell Taylor (September 1885-August 1886)*; William J. McKay (1886-1887); J. Smith Briggs (1887-1920); Harriet N. Briggs (1921); Bissel Baker and Martha J. Croswell (1921); Nellie Dale (1921-1922); Grace G. Merrick, F.W. Merrick, Nellie Dale, John F. Dale, Harriet B. Bernard, E.L. Bernard, Charles Briggs, Elizabeth Briggs, Fred F. Briggs and Helen Baker (1922); Title Insurance and Trust Company (1922-1925); Paul David and Alice David (1925-1929); E.A. Dunham and Lovey H. Dunham (1929-1977); Marjorie Marie Pederson, Barbara Jean Parker, Betty Jane Daun, Virginia Lovella Forcier, Helen Lorraine Crouse and Lloyd Edward Dunham (1977); Milton Hallen and Barbara S. Hallen (1977-1978); Joseph Allen Pejsa and Pamela A. Pejsa (1978-1979); Gary D. Driver and Patricia J. Driver (1979-1982); John F. Jaeger and Aileen Jaeger (1982-1992); Stephen J. Scola (1992); Breneric Partners (1992-2002); Pine Crest Group LLC (2002-2004); and Breneric Partners (2004-Present).

This house was allegedly built by Jacob Shell Taylor, the founder of Del Mar. According to local sources, Tenth Street was the original Main Street of Del Mar and that this was one of the original houses. Taylor

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<sup>6</sup> Del Mar Historical Society Website, "History of Del Mar," p. 2.

<sup>7</sup> In fact, the property was not sold to McKay until August of 1886.

owned the house across the street at 120 Tenth Street and numerous other properties in town. Other sources indicate that the house was also named the Dunham House for the owners who owned it from 1929-1977. The building was completely altered by Milton and Barbara Hallen in 1977-1978 and received an award from *San Diego Home and Garden* magazine in 1979. The architects for the project were Mark Tarasuck, A.I.D. and Esao Sumida.

### **5.3 Jacob Shell Taylor**

Jacob Shell Taylor, the founder of the city of Del Mar, owned numerous properties in the San Diego County area. Taylor was born in 1844 in New York, the son of James S. Taylor, a noted Civil War colonel. The Taylor family followed a familiar pattern and moved first to Illinois in 1865, and then on to Michigan. Young Jacob worked as a store clerk in Michigan, but by 1870, the family had moved on to Denver, Colorado. The senior Taylor, James, served as the city's first police chief. Around this time, Jacob Taylor married his wife Susan (last name unknown) and the family quickly expanded by adding two children. Taylor engaged in a variety of activities in Colorado, including gold mining, working with Buffalo Bill Cody, and a stint as government surveyor. In 1878, he was transferred to Santa Fe, New Mexico and made the first survey of the northern part of the state. As a sideline, he began raising cattle and owned a large ranch while working as a civil engineer. In 1882, Taylor purchased the 7000 acre Rancho Los Penasquitos in San Diego County. He arrived in 1883 with his family and stock for the ranch.

Not long after his arrival, Taylor met Theodore M. Loop. He entered into a partnership with Loop and the two men became the initial developers of Del Mar. He moved his family from the ranch to a home at 220 Tenth Street in the mid-1880s.<sup>8</sup> In December 1886, a son, Frank B. Taylor was born. Frank Taylor became the third child born in Del Mar. In 1889, the Taylors decided to separate, and Taylor moved into the Casa Del Mar hotel. Taylor had constructed the Casa Del Mar hotel at 120 Tenth Street. The hotel was a resort, mineral spa, hunting lodge, social center and recreational attraction. It played host to railroad executives, musicians, socialites and the wealthy of the period. The hotel also served as town hall, hospital and school. It operated for three years before it burned down. Taylor also laid out the town, planned stores, livery stables, built sidewalks, installed oil street lights, dug wells, and laid out a pier on 11<sup>th</sup> Street. In 1890, Taylor left Del Mar to move to Laredo, Texas where he lived for the rest of his life and never returned to Del Mar. He developed a large ranch in the Laredo area and was involved in large scale engineering projects in Texas. Taylor died in 1930 and was buried in Texas.

### **5.4 Edward and Lovey Dunham**

Edward Dunham operated a plumbing business in Del Mar for almost fifty years. Dunham and his wife, Lovey, moved to Del Mar in 1929 and raised six children in the house on Tenth Street. Their children were Lloyd, Helen, Betty, Marjorie, Barbara and Virginia. The children all attended the local schools and the family was involved in community affairs all during their residence in Del Mar. Marjorie served as Queen of the San Dieguito area in the annual Fairest of the Fair contest at the Del Mar Fair in 1940. In 1943, an aircraft plant was created in the buildings at the fair grounds and Marjorie, along with many other local girls, went to work at the plant during World War II. Marjorie left her job working at the Del Mar Drugstore to work at the plant and for her patriotic efforts, she was voted as "Margie the Riveter" to honor her achievements.

## **6.0 ARCHITECTURAL ANALYSIS**

### **6.1 Folk Victorian Architectural Style**

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<sup>8</sup> The property was owned by Jacob Taylor until 1890, when he sold it to his brother, James.

The Folk Victorian style was developed in conjunction with the growth of the railroads across the United States. Due to the availability of machinery, local lumber centers were able to produce inexpensive detailing for homes of this period. The railroads were able to ship large quantities of lumber or pre-cut materials that could be sold from regional centers. Builders enhanced their homes with the newly available materials and changed the simple forms of previous decades into more complex styles with more decorative elements. Sometimes this pre-cut material was used to update older homes and make them more modern looking. These design elements were replaced after 1910 by the use of Craftsman, Colonial Revival and other new ideas.

According to McAlester and McAlester, “the style is defined by the presence of Victorian detailing on simple folk house forms, which are generally much less elaborate than the Victorian styles that they attempt to mimic. The details are usually of either Italianate or Queen Anne inspiration; occasionally the Gothic Revival provides a source. The primary areas for application of this detailing are the porch and cornice line.”<sup>9</sup> McAlester and McAlester is one of the few architectural guides to define “Folk Victorian” as a distinctive style rather than a folk house.

Design elements basic to the Folk Victorian architectural style include: basic house with simple folk house forms, spindlework porch detailing or flat jigsaw cut trim, cornice-like brackets under the eaves, and symmetrical facade (except gable front and wing). Porch supports are commonly either Queen Anne-type turned spindles or square posts with the corners beveled as in many Italianate style porches. Lace like spandrels are frequently used and turned balusters may be used both in porch railings and in friezes suspended from the porch ceiling. The roof-wall junction may be boxed or open. When boxed, brackets are commonly found along the cornice. Centered gables are often added to side-gabled and pyramidal examples. Window surrounds are generally simple or may have a simple pediment above. Five principal subtypes exist: front-gabled roof with Victorian detailing; gable front and wing in both one and two-story versions; side-gabled roof, one-story styles include Victorian versions of both the hall-and-parlor (one room deep) and massed, side-gabled (two or more rooms deep) folk forms; side-gabled roof, two-story I-house forms (one room deep) and varying degrees of Victorian detailing; and pyramidal shaped one and two-story forms.

## **6.2 Architectural Description of 119 Tenth Street**

The resource is a one-story, asymmetrical, irregular shaped, Folk Victorian style, single-family residence located in a residential neighborhood in the city of Del Mar. The building was constructed in two sections – the original portion, built c. 1885 (and modified in 1910 with the enclosure of the front porch), and the rear addition constructed in 1977. The building has a raised wood foundation, a hipped roof with cedar shingles, and wood, vertical board, tongue and groove, exterior walls. A horizontal board has been added to the vertical walls at mid-height and wraps around the building. Two faux widow’s walks with wood railings were added to the roofs of both the old and new sections of the building during the 1977 remodeling. An expansive wood porch was reestablished across the main/north elevation and wraps around the west elevation of the building. A shed roof extends out over the porch and the edge of the roof contains a horizontal, openwork band suggesting the lacy trim detailing seen on better examples of the Folk Victorian style. The wood porch railing has vertical wood posts, alternating with X-shaped design motifs. Openwork supports extend from the roofline to the porch railing. Wood steps lead up to the front porch area. The main entrance on the north elevation has a non-historic, centered front door with an oval glass window, flanked by wood framed sidelights and multi-lite transom. Large, wood framed, non-historic, multi-lite, double hung sash style windows are present on the north elevation evenly spaced on either side of the front door entrance area.

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<sup>9</sup>McAlester and McAlester, *A Field Guide to American Houses*, p. 309.

The west elevation contains an extension of the large front porch area and includes an additional wood staircase leading to the west porch section. The elevation contains two pairs of wood framed, multi-lite, non-historic French doors with wood framed transoms. A door opening on the elevation has been boarded over.

Windows vary in size, shape and placement around the facades and include non-historic, wood framed, multi-lite, double hung sash style windows with simple flat framing around the outer edges. A “garden-style” pop-out window was added to the south/rear wall of the kitchen. A metal slider style window has been added to the portion of the structure that connects the old and new sections.

The south elevation contains a secondary single wood door entrance and it is accessed by a short flight of wood stairs with a wood railing.

The interior of the residence has been altered completely. No original historic fabric remains of any of the original interior elements.

The rear of the property contains a small, wood, one-car garage building. The structure has vertical wood siding, a flat roof, a pair of wood doors and a small, metal framed slider style window. A single wood door provides a side entrance.

The property has been landscaped with mature trees and bushes and grass lawns. The building is in good condition.

### 6.3 Alterations

The residence was owned by J. Smith Briggs and family (1887-1921) when the front facade was first modified to enclose the 1880s porch, and construct the rear garage. The building was owned by the Durham family from 1929-1977 when Mrs. Durham passed away and the property was sold to new owners, Milton and Barbara Hallen. The property was in very poor condition when the Hallens purchased the residence. The Hallens undertook extensive alterations to the residence in 1977, resulting in changes that significantly reduced the property’s overall integrity. The Hallens commissioned local San Diego architects Mark Tarasuck, A.S.I.D. and Esao Sunida to renovate the single-family residence. The contractors for the project were Lyle LeGrand and Gina Hallen.

The list of 1977 alterations include the following information:

1. An entire new addition was added to the rear of the existing building, essentially doubling the footprint of the residence.
2. The entire foundation was completely replaced; new footings, joists and posts were added to support the porch structure. Lattice work fencing was added to the front of the porches.
3. The roof was resingled with cedar shingles.
4. A widow’s walk was added to the roof of each section of the house, both front and rear portions.
5. North elevation changes include:
  - a. The original front door has been replaced by a new front door.
  - b. Sidelights were added to the front door entrance area.
  - c. A screen door was removed.
  - d. A portion of the original porch had been enclosed at an unknown time and the non-historic walled portion was removed.
  - e. Spindework detailing was removed previously from the roofline and this architectural element was reinstated at the roofline.
  - f. The porch roof had been covered with asbestos paper, which was removed. The porch roof was recovered with cedar shingles.
6. West elevation changes include:

- a. A door opening on the west wall had been boarded over.
  - b. The enclosed porch section was removed, and the porch repaired.
  - c. A side window opening was created, and a new window was milled to match the original windows on the house.
  - d. Spindlework detailing was added to the roofline on the west elevation.
  - e. The asbestos covering on the roof was removed and replaced with cedar shingles.
  - f. The exterior doors were replaced.
7. The East Elevation has no noticeable changes.
8. The South Elevation has undergone extensive changes, including:
- a. The original rear porch and rear entrance door have been removed.
  - b. A 640 square foot addition was constructed on the original south elevation of the residence. This new area included a bedroom, bathroom, and laundry room was designed to architecturally match the original structure as closely as possible.
  - c. A small porch was added to the south elevation, connecting the old and new sections.
  - d. The sunroom portion of the residence that connects the old and new sections of the building now contains a non-historic, metal framed, aluminum slider style window. In the 1977 remodel, this area was constructed to include multi-lite windows. These windows were removed, and the slider style window was added.
  - e. A “garden style” window was added to the kitchen area on the south wall.
  - f. In the 1977 remodel, the original window on the south wall was retained. At a later time, date unknown, that window was removed and a pair of wood, multi-lite French doors were added to the wall.

Additional changes to the residence have taken place:

- 9. The entire original interior has been gutted; all original elements have been removed. No original fabric remains.
- 10. All light fixtures have been replaced.
- 11. The original setting has been compromised by the loss of the surrounding land and an infilling with new residential structures that now encroach on the historic setting of the subject property. In addition, the loss of the original ocean view from the property has also changed the overall setting. The planting of large mature trees and bushes has reduced the original visibility of the property which once had an unobstructed view to the ocean.

## **7.0 APPLICATION OF NATIONAL REGISTER AND CALIFORNIA REGISTER CRITERIA**

When evaluating a property within its historic context, the property must be shown to be significant for one or more of the criteria for evaluation – Criterion A: Event; Criterion B: Person; Criterion C: Design/Construction; and Criterion D: Information Potential. The criteria describe how the properties are significant for their association with an important event or person, for their importance in design or construction or for their potential to provide additional, important information. In addition, the properties must not only be shown to be significant under the National Register criteria, but it must have retained a sufficient amount of integrity for significance.

### **7.1 Integrity of the Subject Property**

To determine the significance of a property under local, state and federal criteria, it is necessary to assess whether the property possesses integrity. Integrity is the ability of a property to convey and maintain its significance. A property must not only be shown to be significant under the established criteria, it must

also have integrity. In order to retain historic integrity, a property must possess several, and usually most, of the seven key aspects of integrity, which are location, design, setting, materials, workmanship, feeling and association.

Location:

*Location is the place where the historic property was constructed or the place where the historic event occurred.*

The residential building has remained in its original location since it was constructed. Therefore, the Property retains its location element for integrity purposes.

Design:

*Design is the combination of elements that create the form, plan, space, structure, and style of a property.*

The subject property has undergone extensive modifications due to the 1910s and 1977 remodels. These changes included the enclosure of a front porch; construction of a rear garage; addition of a new large section to the rear of the original building; the removal of original doors and windows and their replacement with non-historic elements; adding or closing door and window openings and replacement of the original foundation and decorative trim detailing. Therefore, the residential building has not retained its design element for integrity purposes.

Setting:

*Setting is the physical environment of a historic property.*

The setting in and around the resource originally consisted of open space with a direct viewshed to the Pacific Ocean with limited residential and commercial construction. Over the decades, the area has been steadily infilled with new residential buildings which have encroached on the historic setting of the subject property. The surrounding neighborhood has changed substantially since the building was constructed. The historic setting has been completely altered by the removal of numerous original buildings and elements. Many of the remaining buildings have been altered, removing more of the neighborhood's historic integrity. Therefore, the historic setting for the subject property has not been retained.

Materials:

*Materials are the physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form a historic property.*

The subject residential building was extensively altered between the 1880s and 1977, and the entire original interior fabric of the building has been completely removed. The exterior elevations have also undergone changes as original materials (foundation and roofing), doors windows, and siding have been removed and replaced with modern materials. does not contain any unusual materials used in its construction. Therefore, the building has not retained the materials element for integrity purposes.

Workmanship:

*Workmanship is the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory.*

The workmanship demonstrated in the original construction of the building is apparent from the materials analysis. The level of workmanship is of average quality for the structure and typical of late 19<sup>th</sup> century workmanship. The 1910 and 1977 remodeling efforts resulted in a different level of workmanship as it was necessary to removed original elements while still maintaining the structural integrity of the residence. The quality of the original workmanship could not be sustained due to the need for more substantive workmanship to complete the necessary remodeling tasks. The building does not retain its integrity of workmanship.

Feeling:

*Feeling is a property's expression of the aesthetic or historic sense of a particular period of time.*

The residential building has remained in its original location since it was constructed, but due to the loss of setting, the extensive remodeling in 1977, the replacement of a substantial amount of the original material and the addition of architecturally inappropriate elements such as the faux widow's walks on the roof, overall the building represents an image of what it might have looked like in the late 19<sup>th</sup> century. The subsequent appearance and setting do not evoke the late 19<sup>th</sup> century feeling of a cozy, Folk Victorian cottage along the seacoast. The structure does not convey a sense of the period during which it was constructed (i.e. c. 1885). The building, therefore, has not retained its feeling element for integrity purposes.

Association:

*Association is the direct link between an important historic event or person and a historic property.*

The subject building has not been determined to have been directly linked to historically significant individuals or events. The building was constructed by Jacob Shell Taylor in the mid-1880s. Taylor also constructed 40 other buildings, including residences, in his development of Del Mar. Taylor did not reside at 119 Tenth Street, he resided across the street at 120 Tenth Street, thus his connection with the building was of short duration and, in addition, little remains of the original construction that would be connected to Taylor's construction. Also, the building has not been identified with any important events in Del Mar's history. Consequently, the building does not have an associative element for integrity purposes.

Conclusion: The subject property fails to retain the majority of the seven aspects of integrity and therefore, it cannot be considered to have historic significance.

## **7.2 Application of National Register of Historic Places Eligibility Criteria**

***Criterion A: Event: Properties can be eligible for the National Register if they are associated with events that have made a significant contribution to the broad patterns of national history:***

The property was assessed under National Register of Historic Places **Criterion A: Event** for its potential significance as part of any historic trends or events that may have made a significant contribution to the broad patterns of our history. The subject residential building was constructed c. 1885.

This building has no special distinction and no evidence was located to indicate that it played a significant role in the overall development of Del Mar during the late 19<sup>th</sup> century, or any other era. Therefore, the property does not appear to meet the criteria for significance under Criterion A: Event.

***Criterion B: Person: Properties may be eligible for the National Register if they are associated with the lives of persons significant in our past.***

The property was assessed under National Register of Historic Places/ Criterion B: Person for its potential significance and association with a person of importance in national or state history.

Criterion B applies to those properties associated with specific individuals whose specific contribution to history can be identified and documented. Persons “significant in our past” refers to individuals whose activities are demonstrably important within a local, State, or national historic context. The criterion is generally restricted to those properties that illustrate (rather than commemorate) a person’s important achievements.

Several steps are involved in determining whether a property is significant for its associative values under Criterion B. First, determine the importance of the individual. Second, ascertain the length and nature of his/her association with the property under study and identify the other properties associated with the individual.

The person associated with the property must be individually significant within the historic context. A person is not eligible if its only justification for significance that it was once owned or used by a person who is a member of an identifiable profession, class or social or ethnic group. It must be shown that the person gained importance within his or her profession or group.

Properties eligible under Criterion B are usually those associated with a person’s productive life, reflecting the time period when he or she achieved significance. In some instances, this may be the person’s home; in other cases, a person’s office, business, laboratory or studio that may best represent his or her contribution. Properties that pre- or post-date an individual’s significant accomplishments are usually not eligible.

The individual association with the property must be documented by accepted methods of historic and/or archaeological research, including written or oral history. Speculative associations are not acceptable. Each property associated with an important individual should be compared to other associated properties to identify those that best represent the individual’s historic contributions. The best representatives are those associated with the person’s adult productive life. Properties associated with an individual’s formative or later years may also qualify if it can be demonstrated that a person’s activities during this period were historically significant or if no properties from the person’s productive life survive. Length of association is an important factor when assessing several properties with similar associations.

The 2006 evaluation of the subject property determined that the front portion of the residential building was significant for its association with Jacob Shell Taylor, the founder of Del Mar. However, a re-examination of the criteria during the current 2017 evaluation reached a different conclusion. Jacob Shell Taylor was engaged in a wide range of business and agricultural activities and owned multiple properties in San Diego County. His association with 119 Tenth Street is limited to the building’s construction, only, as Taylor and his family resided at 220 Tenth Street during the construction of 119 Tenth Street.

Taylor, the son of a Civil War colonel, James S. Taylor, was born in New York in 1844 and lived in Illinois, Michigan and Colorado as a child and young adult. He was engaged in gold mining, working with Buffalo Bill Cody and as a government surveyor in New Mexico. He began raising cattle while working as a civil engineer and, in 1882, bought the 7,000 acre Rancho Los Penasquitos, bringing him to the Del Mar region. Not long after his arrival, Taylor met Theodore M. Loop. He entered into a partnership with Loop and the two men became the initial developers of Del Mar. He moved his family from the ranch to the home at 220 Tenth Street in the mid-1880s and resided there until 1889.

At some point in the mid-1880s, possibly 1885, Taylor built the subject property as a spec house at 119 Tenth Street, while residing with his family at 220 Tenth Street. At this same time, as part of his overall development of Del Mar, Taylor also constructed approximately 40 small homes in Del Mar to attract new residents. In 1889, the Taylors decided to separate, and Taylor moved into the Casa Del Mar hotel which he had built on Tenth Street. Taylor also was responsible for the construction of a dance pavilion and natatorium on the hotel property. The hotel became the first resort, mineral spa, hunting lodge, social center and recreational attraction. The hotel became very popular with tourists and the development of the tourist industry in Del Mar began with Taylor's hotel activities. The hotel also served as town hall and hospital for the young community. The hotel burned down in 1889 and while Taylor promised to rebuild, the new structure was never finished.

In addition, during these same years, Taylor was responsible for the construction of the Del Mar train depot, the local water system, an observation tower, and a two-story Victorian style schoolhouse. Taylor also laid out the town, planned stores, livery stables, built sidewalks, installed oil street lights, dug wells, and laid out a pier on 11<sup>th</sup> Street. In 1890, Taylor left Del Mar to move to Laredo, Texas where he lived for the rest of his life and never returned to Del Mar. He developed a large ranch in the Laredo area and was involved in large scale engineering projects in Texas.

Jacob Shell Taylor was engaged in a wide and diverse range of activities during the 1880s. Taylor arrived in 1883 and left San Diego County in 1890. He lived in several locations during his residency in Del Mar – first at 220 Tenth Street, and finally he moved in 1889 to the Casa Del Mar hotel property. It is presumed and supported by local belief, but not confirmed through official archival records as none are available, that Taylor built the front portion of the current residence at 119 Tenth Street. However, at the same time, Taylor was also engaged in building several dozen more single-family homes in the general vicinity of this Del Mar townsite. In addition, he was extremely active in building the cornerstones of Del Mar's development – school, train depot, water system, planning the townsite, building houses to draw new residents, creating the hotel/tourism industry, all while still operating the cattle ranch at Rancho Los Penasquitos. Clearly, the single-family residence on Tenth Street was one of his less important activities and it was the home at 220 Tenth Street that served as Taylor's residence while he was engaged in larger-scale, more important Del Mar building activities.

In addition, due to the extensive nature of the 1910 and 1977 renovations of the single-family residence at 119 Tenth Street, the front portion of the building considered to be constructed by Taylor, has lost all integrity due to the 1910 enclosure of the original porch, the 1977 replacement of deteriorating or absent materials, replacement of doors and windows, addition of new foundation and other related issues detailed in the previous section. Therefore, the building has lost the necessary integrity to be considered significant for its association with Taylor during his productive adult life. Furthermore, as one of multiple "spec" houses he built in the City of Del Mar the building's association with Taylor is not significant under Criterion B.

***Criterion C: Design/Construction: Properties may be eligible for the National Register if they embody the distinctive characteristics of a style, type, period or method of construction; or that represent the work of a master; or they possess high artistic values; or that represent a significant and distinguishable entity whose components may lack individual distinction.***

The property was assessed under National Register of Historic Places Criterion C: Design/Construction for its potential significance as a property which embodies the distinctive characteristics of a type, period, method of construction or style of Folk Victorian architecture, represents the work of a master architect, builder or craftsman, possesses high artistic values, or represents a significant or distinguishable entity whose components lack individual distinction.

**“Style of construction”** means the composition, massing, scale, materials and details that exhibit the essential physical features of a recognized architectural style.

The 1885 building was determined to be an example of Folk Victorian style architecture and it was evaluated for the purpose of this Report accordingly. The building’s style includes a very limited number of the character defining features of this style. Many of the Folk Victorian design elements are reproductions, replacements, or inappropriate additions.

The building is composed of two parts – an original front portion with a large porch (save for the 1910 enclosure), and a 1977 addition of a rear section. The residence was constructed with a hipped roof, large front porch, vertical wood wall cladding, and rectangular shaped, multi-lite, wood framed, double hung sash windows. The wall cladding and some of the original windows remain.

The design of the original front portion of the residence contains a wide front porch which wraps around to the west elevation. The spindlework detailing seen on the roof edge of the current structure was added to the building during a 1977 remodeling to replace the missing section. The original front door has been replaced with a non-historic one and sidelights and a transom were added to the front entrance area. The foundation of the porch area was completely replaced due to deterioration. The roofing materials were changed to cedar shingles. A widow’s walk was added to the roof of the original section. This was not a part of the original design of the residence. The west elevation contains a new, non-historic pair of French doors. An additional door opening was boarded over. The building was altered significantly by the construction of a 640 square foot addition which removed the back wall of the original building. While attempts were made to include Folk Victorian elements in the use of wall cladding and design of the windows, the large addition also includes a non-historic metal framed slider style window and other elements.

The single-family residential building located at 119 Tenth Street in Del Mar is not considered to be a good, unaltered example of a Folk Victorian style building. The building’s design does not embody the main character defining features of the Folk Victorian style.

**“Type of construction”** means the form and materials clearly demonstrate, through the presence of essential physical features, a specific purpose and/or function.

The subject building was designed and constructed as a standard single-family residential building. It was not designed to serve a specific purpose and/or function that called for a unique “type” of construction.

**“Method of construction”** means it is a rare or an important example of building practices, construction innovations, or technological advances during a specific time in history.

No information was located to establish that this building was a rare or an important example of building practices, construction innovations, or technological advances during a specific time in history.

**“Period of construction”** means the age and physical features reflect the era when the specific recognized architectural style, building type, or method of construction became popular.

The subject building was constructed in c. 1885 in a Folk Victorian style. This style was common during this era and the building reflects the architectural trends of the era.

**“Master architect, builder, or craftsman”** means that building was designed, constructed or created by a master in their respective fields. The subject property was constructed as a spec house by a builder of more than 40 houses in Del Mar during the 1880s. While he is considered to be a historically important

individual in the Del Mar's history, Taylor's surviving work product is insufficient to identify him as a Master architect, builder or craftsman. This fact is compounded by the multiple alterations to the property. Therefore, the building cannot be considered important under this aspect of evaluation.

**“High artistic values”** means that the building displays unusual, significant, or creative artistic elements not generally seen on other buildings of its type and time period.

This building does not display high artistic values as it contains the few of the character defining elements of the Folk Victorian architectural style. In addition, many of the Folk Victorian elements are replicas or additions and not part of the original design. Therefore, the building is not considered to possess “high artistic values” as it is a simple residential building with a limited design.

The building's architectural style does not rise to a level of significance to qualify for the National Register of Historic Places as a good example of Folk Victorian architecture. Therefore, the property does not appear to meet the criteria for significance under Criterion C: Design/Construction as a good example of the Folk Victorian style of architecture.

***Criterion D: Information Potential: Properties may be eligible for the National Register if they have yielded, or may be likely, to yield, information important in prehistory or history.***

The property was assessed under National Register of Historic Places under Criterion D: Information Potential for its potential significance and its ability to convey information. The property does not yield, or may not be likely to yield, information important in prehistory or history. In order for buildings, structures, or objects to be significant under Criterion D, they need to “be, or must have been, the principal source of information.” This is not the case with this property. Therefore, the property does not appear to meet the criteria for significance under Criterion D: Information Potential.

In summary, the subject property, the c. 1885 Jacob Shell Taylor-constructed building, does not appear to qualify for the National Register of Historic Places under any of the established National Register of Historic Places criteria for significance. Therefore, the subject property is not considered to be an historic resource for the purposes of the NHPA.

### **7.3 APPLICATION OF THE CALIFORNIA REGISTER OF HISTORICAL RESOURCES CRITERIA**

The criteria for listing historical resources in the California Register of Historical Resources are consistent with those developed by the National Park Service for listing historical resources on the National Register of Historic Places but have been modified for state use in order to include a range of historic resources which better reflect the history of California. Only resources which meet the criteria as set forth below may be listed in or formally determined eligible for listing in the California Register (California Code of Regulations 4852.)

Properties that are subject to the California Environmental Quality Act (CEQQA) must be evaluated for historical significance under the California Register of Historical Resources. The criteria for evaluating the significance of historical resources requires that the resource be significant at the local, state or national level under one or more of the following criteria.

- (1) *Association with Events: It is associated with events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States.*

The subject property, the front portion of the single-family residence located at 119 Tenth Street, Del Mar, was constructed c. 1885. Local Del Mar historical information indicates that the single-family residence was built by Jacob Shell Taylor, the founder of the city of Del Mar. Between 1884-1889, Taylor and his family resided at 220 Tenth Street in Del Mar. During this period in the mid-1880s, Taylor was actively and busily involved in developing and planning the townsite of Del Mar, constructing the first resort hotel in the area as well as the schoolhouse, train depot and necessary water system. He also constructed approximately forty additional single-family residences to attract new residents to his fledgling town.

No historical evidence was located that would support the determination that the Property was associated with events that made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States. The subject property does not merit designation under California Register Criterion (1): Event.

- (2) *Association with Person: It is associated with the lives of persons important to local, California or National history.*

Jacob Shell Taylor, after a career in numerous states and diverse business ventures, moved to Del Mar in 1883. He went into partnership with Theodore Loop and began the planning and construction of the present-day city of Del Mar. Taylor lived in Del Mar from 1883-1890, when he moved to Texas and made it his permanent residence. Taylor was responsible for the formation of the city of Del Mar and was involved in all phases of its founding development. The front portion of the subject property was presumably constructed by Taylor around 1885, as part of Taylor's residential construction in Del Mar. He is credited with building over 40 residences in the area. This brief association with the property pales in Taylor's overall development in Del Mar. The lack of integrity in the front portion of the c.1885 building has further diminished Taylor's association with the subject property. In addition, his other activities in the founding and development of Del Mar are the more important aspects of his significant contributions to Del Mar's history.

No historical information was found that would support the determination that Jacob Shell Taylor's significance in the founding of Del Mar is in any way associated with what remains of the 119 Tenth Street property. Additionally, there is no evidence that any other persons associated with the construction or residency of the front portion of the subject property were important in local or regional history, California or National history. The subject property does not merit designation under California Register Criterion (2): Person.

- (3) *Design/Construction: It embodies the distinctive characteristics of a type, period, region or method of construction or represents the work of a master or possesses high artistic values.*

No evidence was found to support the determination that the Property embodied the distinctive characteristics of a type, period, region, or method of construction, was the work of a master, or possesses high artistic values. The original front portion of the single-family residence was designed and built as an example of the Folk Victorian style of architecture. The c. 1885 building was altered extensively in 1910 when the original porch was enclosed, and again in 1977 by the construction of a 640 square foot addition on the rear of the structure. The original front portion of the building also underwent door and window changes, the replacement of the original foundation, replacement of missing spindlework detailing, the closure of original door openings, and the addition of new, non-historic main entrance with sidelights and a transom. The changes, combined with the loss of the original setting, resulted in a significant loss of integrity.

The California Register Criterion (3) also addresses the issue of whether the resource represents the work of a master or possesses high artistic values. No historical evidence was located that could conclusively

determine that Jacob Taylor built the residence or if the work was contracted to a local builder. Taylor was responsible for the construction of approximately 40 additional, small, single-family homes in the Del Mar townsite, it is entirely likely that a local builder was responsible for 119 Tenth Avenue, as well as the other small homes. No evidence was located to indicate that Taylor has been determined to be a master in terms of architecture, design or construction. In addition, no evidence was located to determine that the Folk Victorian style, single-family home located on Tenth Street possesses high artistic values as a good example of the Folk Victorian style of architecture. Due to the extensive nature of the alterations and renovations to the residence, the building has lost its original integrity. These changes have reduced the building's ability to reflect any potential "high artistic values."

For the above listed reasons, the Property does not merit designation under California Register Criterion (3): Design/Construction.

- (4) *Archaeology: it has yielded or has the potential to yield important information to the prehistory or history of the local area, California or the Nation.*

To be determined significant under this criterion, this Property must possess information which contributes to our understanding of human history and prehistory and that information must be important. The subject property does not merit designation under California Register Criterion (4): Archaeology.

#### **7.4 APPLICATION OF CITY OF DEL MAR CRITERIA**

The special regulations of the City of Del Mar apply to properties within the City's Historic Preservation Overlay Zone. The subject property is not located within that Zone.

#### **8.0 CONCLUSION**

The subject property, the c. 1885 Folk Victorian style, single-family residence located at 119 Tenth Street, Del Mar, California, was previously evaluated in 2006 for historical and architectural significance at the local, state and national levels. The historical assessment prepared at that time determined that the Property had retained historic significance under Criterion B: Person for the construction of the front portion of the original residence by Del Mar founder, Jacob Shell Taylor. Incorrectly, the evaluation attributed this significance to the fact that Taylor resided at 119 Tenth. He did not—he and his family lived across the street, at 220 Tenth. It was also determined at that time that none of the other criteria for historic and architectural significance had been met and therefore, the building was not historically significant for any association with an important event, it was not important as an example of the Folk Victorian style of architecture, it did not have the distinctive characteristics of a type, region, method of Folk Victorian construction, it was not the work of a master, it had no high artistic values, and it had no further information potential. In addition, due to the extensive nature of the 1910 and 1977 alterations, additions and renovations, the building lacked the necessary level of integrity for historic and/or architectural significance.

Subsequently, an additional assessment of the Property was undertaken in August 2017 to re-examine the Property and re-evaluate the original determination of historic significance under Criterion B: Person for its association with Jacob Shell Taylor. The current assessment has reviewed the previous documentation and has determined that the Property is not significant for its association with Jacob Shell Taylor. His association with the Property was brief, it was one of forty structures built during his short residence in Del Mar and not the most important contribution to the development of Del Mar. Furthermore, the building has lost significant integrity due to alterations and no longer retains the original materials and qualities as built by Taylor.

The subject Property is not considered to meet any of the local City of Del Mar, California Register of Historic Resources and the National Register of Historic Places criteria for historical and architectural significance.

## **9.0 BIBLIOGRAPHY**

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119 10<sup>th</sup> Street, Del Mar      September 2017  
Photograph #1 View South of the north façade



119 10<sup>th</sup> Street, Del Mar      September 2017  
Photograph #2 View South of the north façade



119 10<sup>th</sup> Street, Del Mar      September 2017  
Photograph #3 View of fence leading to main entrance



119 10<sup>th</sup> Street, Del Mar      September 2017  
Photograph #4 View of street number plaque on fence



119 10<sup>th</sup> Street, Del Mar      September 2017  
Photograph #5 View of shingle roofing



119 10<sup>th</sup> Street, Del Mar      September 2017  
Photograph #6 View of south of faux widow's walk



119 10<sup>th</sup> Street, Del Mar      September 2017  
Photograph #7 View south of the north façade, east end



119 10<sup>th</sup> Street, Del Mar      September 2017  
Photograph #8 View of staircase leading to main entrance



119 10<sup>th</sup> Street, Del Mar      September 2017  
Photograph #9 View of window on the north façade



119 10<sup>th</sup> Street, Del Mar      September 2017  
Photograph #10 View of light fixture by main entrance



119 10<sup>th</sup> Street, Del Mar      September 2017  
Photograph #11 View of replaced front door entrance



119 10<sup>th</sup> Street, Del Mar      September 2017  
Photograph #12 View of replaced front door



119 10<sup>th</sup> Street, Del Mar      September 2017  
Photograph #13 Detailed view of front door handle



119 10<sup>th</sup> Street, Del Mar      September 2017  
Photograph #14 View east of porch roof



119 10<sup>th</sup> Street, Del Mar      September 2017  
Photograph #15    View west of north façade porch



119 10<sup>th</sup> Street, Del Mar      September 2017  
Photograph #16    View east of the north façade porch



119 10<sup>th</sup> Street, Del Mar      September 2017  
Photograph #17 View of window on the north façade, west end



119 10<sup>th</sup> Street, Del Mar      September 2017  
Photograph #18 View south along the west façade



119 10<sup>th</sup> Street, Del Mar      September 2017  
Photograph #19 View of porch roof on the west façade



119 10<sup>th</sup> Street, Del Mar      September 2017  
Photograph #20 View of window on the west façade



119 10<sup>th</sup> Street, Del Mar      September 2017  
Photograph #21 View of enclosed window on the west façade



119 10<sup>th</sup> Street, Del Mar      September 2017  
Photograph #22 View north along the west façade



119 10<sup>th</sup> Street, Del Mar      September 2017  
Photograph #23 View of porch detailing



119 10<sup>th</sup> Street, Del Mar      September 2017  
Photograph #24 View north of porch along the west façade



119 10<sup>th</sup> Street, Del Mar      September 2017  
Photograph #25 View of trellis covering foundation



119 10<sup>th</sup> Street, Del Mar      September 2017  
Photograph #26 View northeast of stairs to access balcony



119 10<sup>th</sup> Street, Del Mar      September 2017  
Photograph #27 View northeast of same stairs



119 10<sup>th</sup> Street, Del Mar      September 2017  
Photograph #28 View of French doors, south façade of main cottage



119 10<sup>th</sup> Street, Del Mar      September 2017

Photograph #29 View north of new French doors on the south façade



119 10<sup>th</sup> Street, Del Mar      September 2017

Photograph #30 View north of new French doors on the south façade



119 10<sup>th</sup> Street, Del Mar      September 2017  
Photograph #31 View of north of faux widow's walk element



119 10<sup>th</sup> Street, Del Mar      September 2017  
Photograph #32 View of east of connecting element between main cottage and rear addition



119 10<sup>th</sup> Street, Del Mar September 2017

Photograph #33 View of roof junction at main cottage and connection to rear addition



119 10<sup>th</sup> Street, Del Mar September 2017

Photograph #34 View north of rear façade of main cottage



119 10<sup>th</sup> Street, Del Mar      September 2017  
Photograph #35 Same as Photo 33



119 10<sup>th</sup> Street, Del Mar      September 2017  
Photograph #36 View southeast of attached rear addition



119 10<sup>th</sup> Street, Del Mar      September 2017  
Photograph #37 View south of attached rear addition



119 10<sup>th</sup> Street, Del Mar      September 2017  
Photograph #38 View north of rear of main cottage and corner of rear addition



119 10<sup>th</sup> Street, Del Mar      September 2017  
Photograph #39 View northeast of rear addition



119 10<sup>th</sup> Street, Del Mar      September 2017  
Photograph #40 View northeast of the main cottage and rear addition



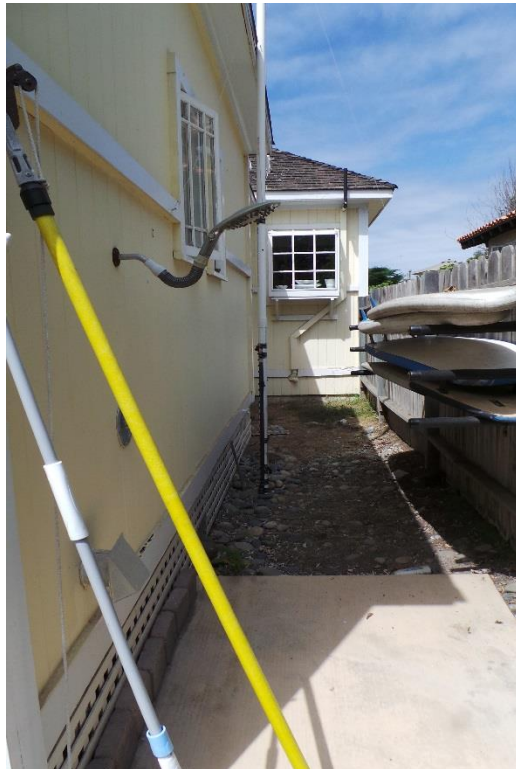
119 10<sup>th</sup> Street, Del Mar      September 2017  
Photograph #41 View north of rear addition



119 10<sup>th</sup> Street, Del Mar      September 2017  
Photograph #42 View of east of staircase leading to rear addition



119 10<sup>th</sup> Street, Del Mar      September 2017  
Photograph #43 View of wood surface on rear addition



119 10<sup>th</sup> Street, Del Mar      September 2017  
Photograph #44 View north along east façade of rear addition



119 10<sup>th</sup> Street, Del Mar      September 2017  
Photograph #45 View of outdoor shower on east side of rear addition



119 10<sup>th</sup> Street, Del Mar      September 2017  
Photograph #46 View of wood trellis covering foundation of rear addition



119 10<sup>th</sup> Street, Del Mar      September 2017  
Photograph #47 View north along the east façade



119 10<sup>th</sup> Street, Del Mar      September 2017  
Photograph #48 view northwest of crawl space



119 10<sup>th</sup> Street, Del Mar      September 2017  
Photograph #49 View south along east façade



119 10<sup>th</sup> Street, Del Mar      September 2017  
Photograph #50 View of southwest of gate leading to garage in the rear



119 10<sup>th</sup> Street, Del Mar      September 2017  
Photograph #51 View of entrance to garage



119 10<sup>th</sup> Street, Del Mar      September 2017  
Photograph #52 View west of garage in rear