

# San Ysidro Community Plan Update

## FINAL PROGRAM ENVIRONMENTAL IMPACT REPORT



Project No: 310690

SCH No: 2015111012

August 2016

Prepared for:

City of San Diego

Prepared by:

HELIX Environmental Planning, Inc.

# San Ysidro Community Plan Update

# Final Environmental Impact Report

*Prepared for:*
**City of San Diego**
**Planning & Community Investment Department**
202 C Street, 4th Floor
San Diego, CA 92101

*Prepared by:*
**HELIX Environmental Planning, Inc.**
7578 El Cajon Boulevard
La Mesa, CA 91942

**August 2016**

The City of SAN DIEGO
Planning Department
Environmental & Policy Analysis Division

# FINAL
# PROGRAM ENVIRONMENTAL IMPACT REPORT

SUBJECT: **SAN YSIDRO COMMUNITY PLAN UPDATE AND SAN YSIDRO HISTORIC VILLAGE SPECIFIC PLAN:** CITY COUNCIL APPROVAL AND ADOPTION of an update to the San Ysidro Community Plan, Adoption of the San Ysidro Historic Village Specific Plan, Creation of a Local Coastal Program (LCP), a General Plan Amendment, Rescission of the San Ysidro Planned District Ordinance, Amendments to the City's Land Development Code (LDC) for Adoption of a Rezone Ordinance to replace the San Ysidro PDO with citywide zoning, and approval of an Impact Fee Study (IFS), as further described below ("SYCPU" or "SYHVSP").

**Update 8/5/2016:**

**In response to comments received during public review and City staff input subsequent to distribution of the draft Program Environmental Impact Report (PEIR), minor revisions, clarifications and/or additions have been made to the document which do not change the conclusions of the final PEIR regarding the project's potential environmental impacts and required mitigation. As defined in CEQA Section 15088.5, these revisions, clarifications or additions to the document - which are shown in ~~strikeout~~/underline format – do not represent "significant new information" and therefore, recirculation of the draft PEIR is not warranted. No new significant environmental impacts would occur from these modifications, and similarly, no substantial increase in the severity of environmental impacts would occur.**

**Additionally, in accordance with CEQA Section 15089, responses to comments received during the public review period of the draft PEIR have been included in this final document and are located immediately after the PEIR Table of Contents.**

The proposed San Ysidro Community Plan Update (SYCPU) and San Ysidro Historic Village Specific Plan (SYHVSP) would be consistent with and incorporate relevant policies from the 2008 City of San Diego General Plan, as well as provide a long-range, comprehensive policy framework for growth and development in the San Ysidro community. The San Ysidro Community Plan, which includes the San Ysidro Historic Village, was originally adopted in 1990, and was last amended in 2003. Separate plans are being prepared for the San Ysidro community and San Ysidro Historic Village, and have been evaluated in a single PEIR.

The SYCPU and SYHVSP can be found on the Planning Department's website at:

http://www.sandiego.gov/planning/community/cpu/sanysidro/

The proposed SYCPU provides detailed neighborhood-specific land use development regulations that are consistent with city-wide zoning classifications, development design guidelines, and numerous other mobility and public realm guidelines, incentives, and programs to revitalize the urban core in accord with the general goals stated in the General Plan. The proposed CPU would additionally serve as the basis for guiding a variety of other actions, such as parkland acquisitions and transportation improvements.

San Ysidro Community Plan Update

The San Ysidro Community Planning Area encompasses a total of 1,863 acres in the southernmost part of the City. The San Ysidro community lies south of State Route 905 (SR-905) and north of the international border with Mexico, primarily between Interstate 5 (I-5) and Interstate 805 (I-805), with some portions east of I-805 near Otay Mesa, and some west of I-5 adjacent to the Tijuana River Valley. Neighborhoods contained in San Ysidro include Southern, East Beyer and Hill Street, San Ysidro Historic Village, Sunset, and Suburbs.

In addition to adoption of the SYCPU, the project includes: Amendments to the General Plan to incorporate the updated community plan; Creation of a Local Coastal Program; Provision of site-specific policies; Amendments to the Land Development Code for adoption of a rezone; Rescission of the San Ysidro Planned District Ordinance (PDO); and Comprehensive updates to the existing Public Facilities Financing Plans resulting in a new Impact Fee Studies (IFS) for the plan area. The actions together with the proposed CPU form the Project for this EIR. Discretionary actions by other agencies include recommendation from the California Coastal Commission. The community plan would implement the General Plan policies through the provision of community-specific recommendations. The updated community plan would identify a land use plan to address land use conflicts and include the following elements: Land Use; Mobility; Urban Design; Economic Prosperity; Public Facilities, Services and Safety; Recreation; Conservation; and Historic Preservation. The CPU would identify three village areas in San Ysidro that would implement the City of Villages strategy which is a central theme of the City of San Diego's General Plan. The village areas are San Ysidro Historic Village (SYHV), Border Village (BV) and the Future Hillsides Neighborhood Village (FHNV). The village areas' land uses, goals, and policies focus future growth away from the established low intensity neighborhoods. Instead, future growth and development would be focused in close proximity to the transit nodes and commercial corridors. These areas are intended to become higher density mixed-use activity areas that are pedestrian-friendly districts linked to an improved regional transportation system. The Villages are envisioned to have a highly integrated mix of uses, accessible and attractive streets, and public spaces.

Specific Plans would provide additional guidelines for future development within these areas, and are intended to create mixed-use centers for the community; the Specific Plan for SYHV is analyzed in this PEIR. The integration of commercial and residential uses is

emphasized in the Villages, including uses such as retail, professional/administrative offices, commercial recreation facilities, and service businesses. Civic uses are also an important component in the Villages and the central role they would play in the community. Development in the Villages would support transit use, reduce dependence on the automobile, establish a pedestrian-friendly orientation, and offer flexibility for redevelopment opportunities, while maintaining community character and providing a range of housing opportunities. Development standards and incentives in the Villages would be included in their respective Specific Plans. SYHV should be considered a "transit priority area," where new development may undergo streamlined CEQA review process per Senate Bill 743 (Chapter 386, Statutes of 2013).

San Ysidro Historic Village Specific Plan

The San Ysidro Historic Village neighborhood consisted of 112 acres located in the geographic center of the SYCPU area bounded by Beyer Boulevard on the north, East Beyer Boulevard and I-805 on the east, San Ysidro Boulevard on the south, and Smythe Avenue on the west. It consists of a small neighborhood of circa 1920 homes and the remaining portion of the historic Little Landers Colony from the turn-of-the-century. This neighborhood consists primarily of single-family homes with several units on one lot, bungalow courts, and small-scale attached units. Several large-scale multi-family developments, on two or more consolidated lots, also occur within this neighborhood. Commercial uses are located along San Ysidro Boulevard, Beyer Boulevard, and East Olive Drive. In addition, a linear park (San Ysidro Community Park) is located between West Park Avenue and East Park Avenue that includes a recreation center, senior center, library, gymnasium, tennis and basketball courts, tot lot, and sports fields.

The SYHV is located in the heart of the community and is designed to build on the central role the area has played in the community. Development within the SYHV would be guided by the SYHVSP. The SYHVSP would provide additional development standards, incentives, and guidelines for the future development within the area with the intention of creating a mixed-use center for the community. Policies established for the SYHV in the Specific Plan include implementing a mixed-use village concept, developing a parking lot associated with the Beyer Trolley Station into a mixed-use housing project, encouraging commercial development along Beyer Boulevard, between North Lane and Alaquinas Drive, to form a more cohesive neighborhood-serving center.

**Applicant: City of San Diego Planning Department**

**ENVIRONMENTAL DETERMINATION:**

Based on the analysis conducted for the project described above, the City of San Diego has prepared the following Environmental Impact Report (EIR) in accordance with the California Environmental Quality Act (CEQA). The analysis conducted identified that the project could result in significant impacts to the following issue area(s): **Transportation/Circulation (Traffic Circulation), Air Quality (Federal and State Ambient Air Quality Standards, Criteria Pollutants, Sensitive Receptors), Noise (Traffic, Vibration), Biological Resources (Sensitive Species, Sensitive Habitats, Wetlands), Historical Resources (Archaeology, Built Environment), Geology and Soils (Landslides), and Paleontological Resources.**

The purpose of this document is to inform decision-makers, agencies, and the public of the significant environmental effects that could result if the project is approved and implemented, identify possible ways to minimize the significant effects, and describe reasonable alternatives to the project.

**PUBLIC REVIEW DISTRIBUTION:**

The following agencies, organizations, and individuals received a copy or notice of the draft EIR and were invited to comment on its accuracy and sufficiency. Copies of the Draft EIR, the Mitigation Monitoring and Reporting Program and any technical appendices may be reviewed in the offices of the Planning Department, or purchased for the cost of reproduction.

Federal Government
U.S. Environmental Protection Agency (19)
U.S. Fish and Wildlife Service (23)
U.S. Army Corps of Engineers (26)

State Government
Caltrans, District 11 (31)
California Department of Fish & Wildlife (32)
Department of Toxic Substance Control (39)
California Regional Water Quality Control Board (44)
State Clearinghouse (46A)
California Coastal Commission (47)
California Air Resources Board (49)
California Transportation Commission (51)
California Department of Transportation (51A)
California Department of Transportation (51B)
Native American Heritage Commission (56)

County of San Diego
Air Pollution Control District (65)
County of San Diego Department of Planning & Land Use (68)
County Water Authority (73)

City of San Diego
Mayor's Office (91)
Councilmember Lightner, District 1 (MS 10A)
Councilmember Zapf District 2 (MS 10A)
Councilmember Gloria, District 3 (MS 10A)
Councilmember Cole, District 4 (MS 10A)
Councilmember Kersey, District 5 (MS 10A)
Councilmember Cate, District 6 (MS 10A)
Councilmember Sherman, District 7 (MS 10A)
Councilmember Alvarez, District 8 (MS 10A)
Councilmember Emerald, District 9 (MS 10A)

City of San Diego (continued)

*Planning Department*

R. Malone
S. Osborn
J. Murphy
A. Muto
N. Bragado
T. Galloway
H. Greenstein
T. French
S. Hajjiri
D. Russell

*Planning Department – cont.*

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H. Smit-Kicklighter
B. Hefertepe
S. Mercer

*Development Services Department*

J. Quinn
L. Schultz
M. Rastakhiz
J. Lundquist
R. Robertson

Fire and Life Safety Services (79)
San Diego Fire – Rescue Department Logistics (80)
Library Department (81)
Central Library (81A)
San Ysidro Branch Library (81EE)
Historical Resources Board (87)
Park & Recreation (89)
Wetlands Advisory Board (91A)

Other Agencies, Organizations and Individuals

San Diego Association of Governments (108)
San Diego County Regional Airport Authority (110)
Metropolitan Transit System (112)
San Diego Gas & Electric (114)
Metropolitan Transit System (115)
San Diego Unified School District (132)
San Diego Natural History Museum (166)
San Diego Audubon Society (167)
Mr. Jim Peugh (167A)
California Native Plant Society (170)
Endangered Habitats League (182)
Endangered Habitats League (182A)
Citizens Coordinate for Century 3 (179)
Carmen Lucas (206)

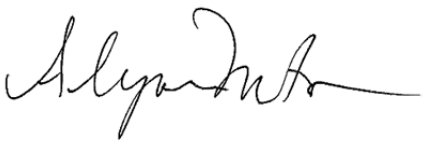
Other Agencies, Organizations and Individuals (continued)
South Coast Information Center (210)
San Diego Archaeological Center (212)
Save Our Heritage Organisation (214)
Clint Linton (215B)
Frank Brown, Inter-Tribal Cultural Resources Council (216)
Campo Band of Mission Indians (217)
San Diego Archaeological Society Inc. (218)
Kuumeyaay Cultural Heritage Preservation (223)
Kuumeyaay Cultural Repatriation Committee (225)
Native American Distribution (225A-S)
San Ysidro Planning Group (433)
United Border Community Town Council (434)
San Ysidro Chamber of Commerce
Climate Action Campaign

**RESULTS OF PUBLIC REVIEW:**

( ) No comments were received during the public input period.

( ) Comments were received but did not address the accuracy or completeness of the draft environmental document. No response is necessary and the letters are incorporated herein.

(X) Comments addressing the accuracy or completeness of the draft environmental document were received during the public input period. The letters and responses are incorporated herein.



Alyssa Muto, Deputy Director
Planning Department

May 24, 2016
Date of Draft Report

August 5, 2016
Date of Final Report

Analyst: Rebecca Malone, AICP

**San Ysidro Community Plan Update**
**Program Environmental Impact Report**
**Letters of Comment and Responses**

Letters of comment to the Draft PEIR were received from the following agencies and organizations (Table 1). Several comment letters received during the Draft PEIR public review period contained requests for revisions that resulted in changes to the final PEIR text. These changes to the text are indicated by strikeout (deleted) and underline (inserted) markings. Many comments do not pertain to the adequacy of analysis in the Draft PEIR or to other aspects pertinent to the potential effects of the proposed San Ysidro Community Plan Update or San Ysidro Historic Village Specific Plan on the environment pursuant to CEQA. Often, these comments refer to aspects of the draft community plan update. Responses are provided to these comments. However, it is noted here for the public record that such comments are not in the purview of the Draft PEIR or CEQA.

Each comment letter is reproduced alongside the corresponding responses to individual comments.

**Table 1**
**List of Commenting Agencies and Organizations**


| Letter | Commenter | Page |
|---|---|---|
| | **State/Federal Agencies** | |
| A1 | State of California Governor's Office of Planning and Research, State Clearinghouse Unit (State Clearinghouse) | RTC-1 |
| A2 | State of California Department of Fish and Wildlife/United States Fish and Wildlife Service | RTC-3 |
| A3 | State of California Department of Transportation | RTC-9 |
| | **Organizations** | |
| B1 | Climate Action Campaign | RTC-16 |
| B2 | Metropolitan Transit System | RTC-25 |
| B3 | Rincon Band of Luiseño Indians | RTC-31 |
| B4 | San Diego Association of Governments | RTC-32 |
| B5 | San Diego County Archaeological Society | RTC-37 |

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

Edmund G. Brown Jr.
Governor

Ken Alex
Director

July 8, 2016

Rebecca Malone
City of San Diego
1010 Second Avenue, MS 614C
San Diego, CA 92101

Subject: San Ysidro Community Plan Update and El Pueblito Viejo Village Specific Plan EIR
SCH#: 2015111012

Dear Rebecca Malone:

A1.1

The State Clearinghouse submitted the above named Draft EIR to selected state agencies for review. The review period closed on July 7, 2016, and no state agencies submitted comments by that date. This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act.

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

Sincerely,

Scott Morgan
Director, State Clearinghouse

1400 TENTH STREET P.O. BOX 3044 SACRAMENTO, CALIFORNIA 95812-3044
TEL (916) 445-0613 FAX (916) 323-3018 www.opr.ca.gov

A1.1 This letter confirms the distribution of the DEIR to State agencies. Comment noted.

**Document Details Report**
**State Clearinghouse Data Base**

| | |
|---|---|
| *SCH#* | 2015111012 |
| *Project Title* | San Ysidro Community Plan Update and El Pueblito Viejo Village Specific Plan EIR |
| *Lead Agency* | San Diego, City of |
| *Type* | EIR Draft EIR |
| *Description* | The proposed update for the San Ysidro Community Plan (SYCPU) and El Pueblito Viejo Village Specific Plan (EPVVSP) would be consistent with and incorporate relevant policies from the 2008 City of San Diego General Plan, as well as provide a long-range, comprehensive policy framework for growth and development in the San Ysidro community. The San Ysidro Community Plan, which includes El Pueblito Viejo Village, was originally adopted in 1990, and was last amended in 2003. Separate plans are being prepared for the San Ysidro community and El Pueblito Viejo Village, and would be evaluated in a single PEIR. |

**Lead Agency Contact**

| | | | |
|---|---|---|---|
| *Name* | Rebecca Malone | | |
| *Agency* | City of San Diego | | |
| *Phone* | (619) 446-5371 | *Fax* | |
| *email* | | | |
| *Address* | 1010 Second Avenue, MS 614C | | |
| *City* | San Diego | *State* CA | *Zip* 92101 |

**Project Location**

| | | | | |
|---|---|---|---|---|
| *County* | San Diego | | | |
| *City* | San Diego | | | |
| *Region* | | | | |
| *Lat / Long* | | | | |
| *Cross Streets* | | | | |
| *Parcel No.* | | | | |
| *Township* | *Range* | *Section* | *Base* | |

**Proximity to:**

| | |
|---|---|
| *Highways* | 905 |
| *Airports* | |
| *Railways* | |
| *Waterways* | Tijuana River, Pacific Ocean |
| *Schools* | San Diego Unified |
| *Land Use* | |

| | |
|---|---|
| *Project Issues* | Air Quality; Archaeologic-Historic; Biological Resources; Drainage/Absorption; Flood Plain/Flooding; Geologic/Seismic; Noise; Public Services; Recreation/Parks; Soil Erosion/Compaction/Grading; Solid Waste; Toxic/Hazardous; Traffic/Circulation; Vegetation; Water Quality; Water Supply; Wildlife; Growth Inducing; Landuse; Cumulative Effects; Aesthetic/Visual |
| *Reviewing Agencies* | Resources Agency; California Coastal Commission; Department of Fish and Wildlife, Region 5; Department of Parks and Recreation; Department of Water Resources; California Highway Patrol; Caltrans, District 11; Department of Housing and Community Development; Regional Water Quality Control Board, Region 9; Native American Heritage Commission |

*Date Received* 05/24/2016 *Start of Review* 05/24/2016 *End of Review* 07/07/2016

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

U.S. Fish and Wildlife Service
Carlsbad Fish and Wildlife Office
2177 Salk Avenue, Suite 250
Carlsbad, California 92008
760-431-9440
FAX 760-431-9624

California Department of Fish and Wildlife
South Coast Region
3883 Ruffin Road
San Diego, California 92123
858-467-4201
FAX 858-467-4239

In Reply Refer To:
FWS/CDFW-SDG-16B0309-16TA0775

July 20, 2016
*Sent by Email*

Ms. Rebecca Malone
City of San Diego
Planning Department
1010 2nd Avenue, MS 413
San Diego, California 92101

Subject: Comments on the Draft Program Environmental Impact Report for the San Ysidro Community Plan Update and San Ysidro Historic Village Specific Plan (Project No. 310690/SCH No. 2015111012), City of San Diego, California.

Dear Ms. Malone:

The U.S. Fish and Wildlife Service (Service) and California Department of Fish and Wildlife (Department), hereafter referred to as the Wildlife Agencies, have reviewed the above-referenced Draft Program Environmental Impact Report (DPEIR) for the proposed San Ysidro Community Plan Update (SYCPU) and San Ysidro Historic Village Specific Plan (SYHVSP), dated May 24, 2016. The Wildlife Agencies appreciate the time extension for providing comments on the DPEIR. The comments and recommendations provided herein are based on the information provided in the DPEIR and associated documents (including the San Ysidro Community Plan Update Biological Technical Report, prepared by Helix Environmental Planning Inc., dated April 2016) the Wildlife Agencies' knowledge of sensitive and declining vegetation communities in the region; and our participation in the Multiple Species Conservation Program (MSCP) and the City of San Diego's (City) MSCP Subarea Plan (SAP).

The primary concern and mandate of the Service is the protection of public fish and wildlife resources and their habitats. The Service has legal responsibility for the welfare of migratory birds, anadromous fish, and threatened and endangered animals and plants occurring in the United States. The Service is also responsible for administering the Federal Endangered Species Act of 1973 (Act), as amended (16 U.S.C. 1531 *et seq*.), including habitat conservation plans (HCP) developed under section 10(a)(1) of the Act. The Department is a Trustee Agency and a Responsible Agency pursuant to the California Environmental Quality Act (CEQA; §§ 15386 and 15381, respectively) and is responsible for ensuring appropriate conservation of the State's biological resources, including rare, threatened, and endangered plant and animal species, pursuant to the California Endangered Species Act (Fish and Game Code § 2050 *et seq*.) and other sections of the Fish and Game Code. The Department also administers the Natural Community Conservation Planning (NCCP) program, a California regional habitat conservation planning program. The City participates in the Department's NCCP and the Service's HCP programs by implementing its SAP.

The proposed SYCPU is located within San Diego County, in the southernmost part of the City and adjacent to the international border with Mexico. The SYCPU area encompasses a total of 1,863 acres,

and is generally bounded by State Route (SR) 905 and the Otay Mesa-Nestor community on the north, the Tijuana River Valley on the west, the Otay Mesa community on the east, and the international border with Mexico on the south. The proposed SYHVSP area encompasses approximately 112 acres (area occurs within the geographic center of the SYCPU area) and is bounded by Interstate (I) 805 on the east, I-5 on the south, Smythe Avenue on the west, and West Foothill Road and parcels on the north side of Beyer Boulevard on the north. The southwestern portion of the proposed SYCPU area is located within the Coastal Overlay Zone, generally south of I-5 and west of Willow Road within the Dairy Mart Ponds and Tijuana River Valley.

The SYCPU is an update to the current community plan, which was adopted in 1990. Approval of the SYCPU would establish land use designations and policies to guide future development consistent with the City's General Plan. The SYCPU is intended to implement the General Plan policies through the provision of community-specific recommendations. The SYHVSP is a comprehensive planning document that would implement the vision for the SYCPU for this Specific Plan Area. The DPEIR addresses the following project alternatives: (1) No Project Alternative (Adopted Community Plan); (2) Lower-Density Alternative; (3) Higher-Density Alternative; and (4) No Calle Primera Extension Alternative (identified as the environmentally superior alternative).

The SYCPU identifies 16 vegetation communities/land cover types including: freshwater marsh (1.5 acres), mule fat scrub (0.8 acre), southern willow riparian forest (25.4 acres), riparian scrub (54.7 acres), tamarisk scrub (0.7 acre), disturbed wetland (0.1 acre), unvegetated basin (0.4 acre), maritime succulent scrub (77.3), maritime succulent scrub disturbed (14.0 acres), Diegan coastal sage scrub (95.7 acres), Diegan coastal sage scrub-disturbed (6.6 acres), saltbush scrub (<0.1 acre), nonnative grassland (46.1 acres), eucalyptus woodland (0.1 acre), disturbed habitat (45.3 acres), and developed (1,583.8 acres). Lands within the eastern and western portions of the SYCPU support sensitive and special status biological resources, including portions of the Tijuana River Valley referred to as the Dairy Mart Ponds and the hillside area east of I-805. The Tijuana River Valley Dairy Mart Ponds contains wetlands and sensitive riparian vegetation communities that potentially support federal and state listed species. Portions of the SYCPU area occur within the City's MSCP SAP Multiple Habitat Planning Area (MHPA).

We offer our comments in the Enclosure to assist the City in avoiding, minimizing, and adequately mitigating project-related impacts to biological resources, and to ensure that the project is consistent with the City's MSCP SAP. If you have questions or comments regarding this letter, please contact Patrick Gower (Service) at 760-431-9440 or Paul Schlitt (Department) at 858-637-5510.

Sincerely,



for Karen A. Goebel
Assistant Field Supervisor
U.S. Fish and Wildlife Service

Gail K. Sevrens
Environmental Program Manager
California Department of Fish and Wildlife

Enclosure

**Enclosure**

**Comments on the Draft Program Environmental Impact Report for the San Ysidro Community Plan Update and San Ysidro Historic Village Specific Plan, San Diego County, CA**

Comments:

A2.1

1. Based on our review of the large scale maps in the DPEIR, it appears that the proposed extension of Calle Primera to Camino de la Plaza would impact a wetland mitigation area established pursuant to enforcement actions by the U.S. Army Corps of Engineers (Case No. 92-0304-R) and the Department of Fish and Wildlife (Streambed Alteration Agreement 5-201-92, issued pursuant to Case No. 92-0304-R; Department). As part of the enforcement actions, the Department was granted a 7.32-acre conservation easement (DOC. No.1992-0344331) associated with assessor's parcel number 665-010-40. The conservation easement grant was made on March 19, 1992, by Joseph G. Enterprises in favor of the Department. Based on our review of the location of the conservation easement it appears that the extension of Calle Primera to Camino de la Plaza (i.e., Option 1, 2 and potentially 3) would directly impact this easement. The DPEIR's *Land Use* and *Biological Resource* analysis should include supplemental discussion regarding the nature of this wetland mitigation and conservation easement and the potential direct, indirect, and cumulative impacts associated with the proposed extension of Calle Primera to Camino de la Plaza. The Wildlife Agencies do not support any impact to the previous mitigation site, and the Department is not receptive to allowing any impacts to land or habitat within the conservation easement area.

A2.2

2. Section 5.1.4.1 specifies 11.5 acres of the MHPA would not be protected by open space. Please include the total acreage of City's MHPA (by sensitive habitat types) affected by the SYCPU.

A2.3

3. Section 5.1.4.1 identifies that land use designation could result in impacts to MHPA lands, including MHPA encroachment (and as shown in Figure 5.1-5). The final PEIR should summarize how each encroachment would be consistent with either the BLA or BLC process and clarify how the 255 acres was calculated in Section 5.1.4.1(b): "Development in the eastern MHPA would be required to limit encroachment to less than 255 acres or process a MHPA boundary line adjustment to offset impacts to MHPA land." Additionally, the Biological Technical Report (BTR) (Section 6.1 MSCP Consistency) states: "The SYCPU does not require a boundary line adjustment, and future specific projects can avoid the need for a boundary line adjustment by complying with the encroachment limitations of the MSCP." The MSCP SAP and Implementing Agreement anticipated public notice and an opportunity to comment on boundary adjustments to the MHPA. Please provide further clarification with respect to the planning process moving forward. The analysis should clearly define the public noticing process (including CEQA review) associated with a boundary line adjustment to the City's MHPA.

A2.4

4. The discussion provided in Section 5.1.4.1 and 5.6.7.1 mentions that development within the City's MHPA would require an amendment to the MHPA through processing a major or minor boundary line adjustment. The City has an established process whereby boundary adjustments to MHPA are allowed with concurrence of the Wildlife Agencies (prior to the first public

A2.1 As discussed on page 3-11 of the Final PEIR, the extension of Calle Primera is already proposed in the Adopted Community Plan. In light of the biological sensitivity of the area through which the planned extension would traverse, the Draft PEIR evaluated two other alignments to determine if there were other locations which would accomplish the planned road network connectivity while reducing potential impacts on sensitive biological resources.

As discussed on page 5.6-40 of the Final PEIR, Option 3 was determined to have the least impact on biological resources. In addition, a review of the conservation easement identified in this comment confirmed that, unlike Option 2, Options 1 and 3 lie outside of the Conservation Easement and, thus, would avoid impacts to the easement. However, it should be noted that the evaluation of impacts is based on very preliminary assumptions for the roadway design. Due to the sensitivity of the area, a bridge was assumed to be the least impactful. Although insufficient design information exists to make a determination at this time, different options for the construction of the bridge exist. The impacts would be reduced by minimizing the number of bridge support columns within the sensitive habitat. In addition, bridge construction techniques may be available to allow the bridge to completely span the sensitive biological resources. In any case, additional environmental review would be conducted at the time the extension is proposed to identify actions to reduce impacts, and determine mitigation measures required to avoid or reduce impacts to sensitive biological resources.

A2.2 The SYCPU includes a total of 142.3 acres of land within MHPA designations. As discussed on page 5.1-48 of the Draft PEIR, all but 11.5 acres of MHPA would be placed into an Open Space Designation. Open Space designations within the SYCPU would include the following sensitive vegetation types and acreages: Diegan coastal sage scrub (1.1 ac.), freshwater marsh (1.5 ac.), maritime succulent scrub (39.5 ac.), riparian scrub (49.2 ac.), and southern arroyo willow riparian forest (24.9 ac.), and non-native grassland (2.3 ac.)

A2.3 The SYCPU does not propose either an MHPA boundary correction or adjustment from that contained in the City's MSCP Subarea Plan (SAP). Thus, an evaluation of the consistency of the areas identified in red on Figure 5.1-5 of the Draft PEIR is not required. Should development ultimately be proposed within these areas, the project proponent would have to either: (1) show that the development would be limited to an

A2.3 (cont.) acreage which represents no more than 25% of the area of a specific parcel that is encumbered by an MHPA designation, or (2) change the MHPA boundary to remove the MHPA designation over the desired development area. At that time, the project applicant would be required to comply with the MHPA boundary adjustment procedures specified in Section 5.4.2 of the MSCP. Under this provision, adjustments can be made to an MHPA area if "the adjustment would result in the same or higher biological value of the preserve." This decision would be based on the following six factors:

- Effects on significantly and sufficiently conserved habitats (i.e., the exchange maintains or improves the conservation, configuration, or status of significant or sufficiently conserved habitat, as defined in Section 4.2.4.);
- Effects to covered species (i.e., the exchange maintains or increase the conservation of covered species);
- Effects on habitat linkages and function of preserve areas (i.e., the exchange maintains or improves a habitat linkage or wildlife corridor);
- Effects on preserve configuration or management (i.e., the exchange results in similar or improved management efficiency and/or protection of biological resources);
- Effects on ecotones or other conditions affecting species diversity (i.e., the exchange maintains topographic and structural diversity and habitat interfaces of the preserve); and/or
- Effects to species of concern not on the covered species list (i.e., the exchange does not significantly increase the likelihood that an uncovered species will meet the criteria for listing under either the federal or state Endangered Species Acts).

The environmental review process for the development proposing the boundary adjustment would address potential impacts associated with the proposed boundary adjustment. In accordance with CEQA requirements, the document containing the discussion would be circulated for public review, as also noted in Section 5.4.2 of the MSCP.

The reference to the ability to develop 255 acres in the Future Hillsides Neighborhood Village Specific Plan area has been eliminated from the Final PEIR due to the fact that the 25% encroachment allowance into MHPA is based on the total size of the specific parcel being developed. In the absence of information on sizes of parcels that may be proposed for development, it is not possible to accurately predict the amount of encroachment that could be allowed into MHPA. In recognition of this fact, the reference to 255 acres on page 5.1-50 has been removed in the Final PEIR.

A2.4 A distinction between minor and major does not apply to MHPA boundary adjustments. This clarification has been included on pages 5.1-50 and 5.6-54 of the Final PEIR.

A2.4 cont.

hearing). We are unclear for the distinction citing major versus minor boundary line adjustments. Please provide clarification in the PEIR.

A2.5

5. Section 5.1.4.1 and Section 5.6.3.1 state that Calle Primera is identified as a collector road and that collector roads identified in community plans are an allowed use in the MHPA, however it is not clear what measures the City will implement to avoid or minimize impacts to sensitive vegetation communities and species. In addition the proposed project is located within the Coastal Zone; the final PEIR should summarize how impacts from the road extension would be mitigated consistent with Coastal Zone regulations. Impacts to wetland areas and federally listed species within U.S. Army Corps of Engineers (Corps) jurisdiction are not covered under the MSCP so additional consultation with the Service may be required.

A2.6

6. According to the adopted San Ysidro Community Plan (Transportation and Circulation Element discussion), the extension of Calle Primera to Camino de la Plaza is identified as a two-lane collector, whereas section 5.6.4.1 of the DPEIR states, "The impacts are based on the same assumptions for each option, which is construction of four-lane, 68-foot-wide bridge with a construction zone of 50 feet on either side" for the extension Calle Primera to Camino de la Plaza. We were unable to locate the specific discussion in the DPEIR regarding obligations to provide a four-lane collector in association with the bridge construction, as opposed to providing a two-lane collector bridge that connects into the Camino de la Plaza. Please provide additional discussion in the final PEIR to address this concern.

A2.7

7. Section 5.6.6.1 (Significance of Impacts) concludes since wildlife use of the riparian habitat would not be precluded, construction of the extension of Calle Primera is expected to have less-than-significant impacts on wildlife movement. Similarly, Section 5.2 and 5.5 of the BTR concludes that impacts to common wildlife species associated with the three Calle Primera options would be less than significant. An assessment of existing biological resources within the SYCPU is limited to reviewing biological literature, biological resource databases (e.g., California Natural Diversity Database, USFWS National Wetlands Inventory, San Diego County Bird Atlas), and evaluating the vegetation mapping conducted for the San Ysidro Freight Rail Yard Improvement Project (June 30, 2010, SCH#2010071032). Furthermore, the BTR acknowledges that "Subsequent environmental review would likely be required for future projects which include sensitive biological resources." Absent updated biological surveys and a conceptual design of the bridge crossing through the open space preserve, we consider the significance determination unsupported based on lack of updated resource surveys. Therefore, we believe the environmental determination should be reevaluated.

A2.8

8. Table 5.6-7 should include the acreages and ratios for anticipated mitigation consistent with the City's Biology Guidelines.

A2.9

9. Section 10.5 identifies the No Calle Primera Road Extension Alternative as the environmentally superior alternative because it would meet the basic project objectives while eliminating impacts to MHPA wetlands and sensitive species consistent with the Biology Guidelines Environmentally Sensitive Lands (ESL) Regulations 1.C. In addition impacts to Corps jurisdictional lands will be avoided thereby eliminating the need to consult under Section 7 of the Endangered Species Act. The Wildlife Agencies recommend the City adopt the No Calle Road Extension Alternative as the project.

A2.5 Extension of Calle Primera over the Tijuana River wetland would be a potential future project which would be subject to subsequent project-specific CEQA review. The subsequent project analysis would occur in compliance with the City of San Diego Biology Guidelines in that all impacts to wetlands would be avoided to the maximum extent possible; minimized where they cannot be avoided; and fully mitigated where impacts would occur. The project would be processed in accordance with the Environmentally Sensitive Lands (ESL) Regulations, and would have to obtain any applicable Agency permits such as an USACE 404 and CDFW 1603 permits. The Calle Primera Extension would also be required to comply with the Mitigation Framework outlined in Section 5.6 of the Final PEIR and in the MMRP. In order to comply with the Coastal Overlay Zone, uses would only be permitted where it has been demonstrated that there is no less environmentally damaging feasible alternative and mitigation has been provided.

A2.6 The extension of Calle Primera would be a two-lane roadway rather than a four-lane roadway. However, since the analysis, based on a four-lane roadway, represents a "worst-case" condition, and the degree of impact was speculative without detailed plans, the discussions of impacts in the DEIR and biological technical report to provide a conservative impact analysis.

A2.7 Subsequent project-specific CEQA analysis would provide comprehensive species lists and locations relative to the future roadway project impact area, and provide mitigation as appropriate per the City's Biology Guidelines, MSCP Subarea Plan, and ESL Regulations. As applicable, State and Federal requirements/permits would also be met/acquired. Adherence to the Mitigation Framework would also be required. See also response to comment A2.5.

A2.8 As indicated in Tables 5.6-9a, 5.6-9b, and Table 5.6-10 of the Draft PEIR, the Biology Guidelines specify a range of mitigation ratios that are dependent upon several factors including the type and location of the vegetation impacted. The appropriate mitigation ratios will be implemented in accordance with the Biology Guidelines.

A2.9 Comment noted.

A2.10

10. Section 11.2.4 Biological Resources: According to mitigation language provided in BIO-1, "Impacts to federal or State listed plant species shall first be avoided, where feasible, and where not feasible, impacts shall be compensated through salvage and relocation via a transplantation/restoration program and/or off-site acquisition and preservation of habitat containing the plant species at a 2:1 ratio." We are unclear for the basis for supporting the 2:1 mitigation ratio. Mitigation would need to be consistent with the SAP and ESL and any additional consultation done for impacts to federally listed species not be covered under the SAP. The PEIR and BIO-1 should be modified to address this concern.

We recommend revision to the *Biological Resource* analysis and Section 11.0 Mitigation Monitoring and Reporting Program as follows:

A2.11

11. BIO-4 and BIO-5: No clearing, grubbing, or grading would be permitted within 500 feet of the MHPA during the gnatcatcher and vireo breeding season (March 1 through September 15) until the area has been surveyed by a qualified biologist; and if gnatcatchers or vireo are present, noise levels would be restricted so as to not exceed 60dB at the edge of occupied habitat during the breeding season.

A2.12

12. BIO-8: Work near active nests should include suitable noise abatement at the edges of a buffer either stipulated in the Biology Guidelines or based upon the recommendations of the project biologist and Wildlife Agencies.

A2.13

13. BIO-11: Contributions to the Habitat Acquisition Fund (HAF) must be consistent with Biological Guidelines Section B. Identification of the Mitigation Program (4), which states the HAF can be used only for the mitigation of impacts to small, isolated sites with lower long-term conservation value. Projects proposing this should provide information that clearly supports using the HAF.

<u>Appendix F: Biological Technical Report</u>

A2.14

14. Section 3.4.3 of the Biological Technical Report (BTR) includes a discussion of the Department's regulatory jurisdiction over rivers, stream and lakes. The referral to section 1600-1607 of the Fish and Game Code (F&G) should be revised to include the entirety of F&G Code 1600-1616. Also, the regulatory discussion states: "Jurisdictional waters are delineated by the outer edge of riparian vegetation or at the top of the bank of streams or lakes, whichever is wider." The Department does not consider that methodology appropriate for determining the lateral extent of the stream. Instead, the lateral extent of the stream must be described in some way, and oftentimes the most landward expression of the stream does happen to be the top of bank or outside dripline of riparian vegetation. If there is evidence of surface or subsurface stream flow landward of the first bank or edge of riparian vegetation, that area is within the bed, bank, and channel of the stream. Determining the lateral extent of a stream can be especially challenging in cases where alterations have occurred that make evidence of flow difficult to detect or unusually short-lived (e.g., manicured turf, maintained parking lots).

A2.10 This comment correctly notes that it is inappropriate to assign a single mitigation ratio for mitigation associated with sensitive plant species due the different requirements for each species. This conclusion is also supported by the Section B.1.d of the Biology Guidelines which states: "In general, it is accepted that securing comparable habitat at the required ratio will mitigate for the direct impact to most sensitive species. While this is true for species with wide geographic distributions and/or large territory sizes, species with very limited geographic ranges (narrow endemic species) would require additional efforts designed to protect these species. As a result, Mitigation Measure BIO-1 on page 5.6-43 of the Final PEIR has been modified to remove the reference to a specific ratio and to, instead, reference the requirements in the Biology Guidelines.

A2.11 The comment suggests modification of Mitigation Measures BIO-1 and BIO-5. However, Mitigation Measure BIO-8 requires bird surveys by qualified biologists and, if necessary, the implementation of noise attenuation actions and/or seasonal restrictions to protect the coastal California gnatcatcher and least Bell's vireo.

A2.12 The comment suggests modification of Mitigation Measures BIO-8. However, the third bullet point in Mitigation Measure BIO-8 already requires noise abatement measures be undertaken to prevent noise level at an MHPA boundary from exceeding 60 dBA $L_{EQ}$, which is the limit normally considered acceptable in sensitive bird habitat during breeding.

A2.13 The comment suggests a modification of Mitigation Measure BIO-11. However, a proposal to rely on the HAF must be consistent with the Biology Guidelines.

A2.14 The biological technical report has been modified to refer to the additional sections of the Fish and Game Code identified in this comment.

It is acknowledged that determining the jurisdiction of the CDFW can be complex and site-specific. The jurisdictional estimates of the PEIR are preliminary and based on the outer edge of riparian vegetation and/or the bank. Site-specific delineations would be made at the time projects request Streambed Alterations Agreements.

STATE OF CALIFORNIA—CALIFORNIA STATE TRANSPORTATION AGENCY EDMUND G. BROWN Jr., Governor

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July 5, 2016

11-SD-5, 11-SD-805, & SR 905
SCH No: 2015111012

Ms. Rebecca Malone
Environmental Planner
City of San Diego Planning Department
1010 Second Avenue, MS 413
San Diego, CA 92101

Dear Ms. Malone:

Thank you for including the California Department of Transportation (Caltrans) in the review process for the San Ysidro Community Plan Update (SYCPU) – Draft Program Environmental Impact Report (DPEIR) located near the Interstate 5 (I-5), Interstate 805 (I-805), and State Route 905 (SR-905). The mission of Caltrans is to provide a safe, sustainable, integrated, and efficient transportation system to enhance California's economy and livability.

A3.1 Caltrans previously provided a comment letter for the Public Review Draft dated April 2015 (See attached). In addition, Caltrans has the following comments:

A3.2 The Caltrans Traffic Operations Policy Directive 13.02 Intersection Control Evaluation (ICE) went into effect in District 11 on October 1, 2013. The policy requires all state Right of Way (R/W) projects modifying an intersection be evaluated for the various types of intersection control. The following are locations where an ICE review would be required:

- Beyer Blvd and Iris Avenue/SR-905 westbound (WB) ramps.
- Beyer Blvd and Dairy Mart Rd/SR-905 eastbound (EB) ramps.
- East San Ysidro Blvd and I-805 northbound (NB) Ramps.
- I-5 NB ramp and E. San Ysidro Blvd.
- Via de San Ysidro and I-5 NB ramps.
- Via de San Ysidro and I-5 southbound (SB) ramp/Calle Primera.
- Dairy Mart Rd and I-5 SB ramps.
- Camino de la Plaza and I-5 SB ramps.
- East San Ysidro Blvd and Center St.

A3.1 Comment noted.

A3.2 Comment noted. The City understands that Intersection Control Evaluation (ICE) would be required at the project level for the intersections identified in this comment.

A3.3

The SB I-5 exit ramp to Via de San Ysidro/Calle Primera improvement will require the following:

- FHWA approval.
- New R/W limits and the relinquishment of the old R/W (where the ramp used to be).

A3.4

The mitigation for the intersection of the NB I-5 ramp and E. San Ysidro Blvd states to install a new on-ramp to the NB I-805 freeway. This improvement will need the following:

- Meet the spacing required per HDM Section 501.3 "Spacing" for new access into the facility.
- FHWA approval
- New R/W limits.

A3.5

The mitigation for the intersection of E San Ysidro Blvd and Center St. is stated as the realignment of the NB I-805 exit ramp to E San Ysidro Blvd to align with Center St. To reduce the chance of wrong way driving to the exit ramp we highly recommend the City of San Diego consider the roundabout alternative as a preferred alternative at this location. This improvement will need the following:

- FHWA approval.

A3.6

All features within Caltrans R/W need to follow the Highway Design Manual (HDM) standards.

A3.7

Please clarify the following statement in section d. 'Significance after Mitigation' page 5.2-44 of the SYCPU DPEIR: "because of full implementation of the mitigation measures included in the Impact Fee Study (IFS) cannot be guaranteed because the funding associated with these fees may not be adequate to fully fund the necessary improvements, and there is no guarantee that they would be constructed when needed, these impacts would remain significant and unmitigated."

A3.8

There are several freeway segments analyzed for the horizon year (2035) showing a significant impact to I-5 and SR-905. Please identify the ultimate improvement mitigation for the segments that have been identified as impacted, or identify potential partial mitigation in order to adequately review the feasibility of any mitigation options for freeway segments.

A3.9

Any work performed within Caltrans (R/W) will require discretionary review and approval by Caltrans and an encroachment permit will be required for any work within the Caltrans R/W



A3.3 Comment noted. These requirements would be met when the ramp improvements are proposed.

A3.4 Comment noted. These requirements would be met when the ramp improvements are proposed.

A3.5 Comment noted. The City will consider the merits of a roundabout at the time the improvements are proposed. Furthermore, the City recognizes that FHWA approval will be required.

A3.6 Comment noted.

A3.7 Pages 5.2-44 through 49 of the Final PEIR were revised to clarify why traffic mitigation measures would not reduce impacts to less than significant levels.

A3.8 Page 5.2-46 of the Final PEIR has been revised to describe that the number of lanes anticipated by SANDAG's Regional Plan.

A3.9 Comment noted.

prior to construction. Current policy allows Highway Improvement Projects costing $1 million or less to follow the Caltrans Encroachment Permit process. Highway Improvement Projects costing greater than $1 million but less than $3 million would be allowed to follow a streamlined project development process similar to the Caltrans Encroachment Permit process. In order to determine the appropriate permit processing of projects funded by others, it is recommended the concept and project approval for work to be done on the State Highway System be evaluated through the completion of a Permit Engineering Evaluation Report (PEER). A PEER should always be prepared, regardless of the cost of improvements, when new operating improvements are constructed by the permittee that become part of the State Highway System. These include but are not limited to, signalization, channelization, turn pockets, widening, realignment, public road connections, and bike paths and lanes. After approval of the PEER and necessary application and supporting documentation an encroachment permit can be issued.

Highway Improvement Projects greater than $3 million, or considered complex projects, would be required to adhere to the full Project Development Process (e.g. Project Initiation Documents, Project Study Reports and Cooperative Agreements). A Caltrans District responsible unit will be notified and a project manager will be assigned to coordinate the project approval.

A3.9 cont.

In order to expedite the process for projects sponsored by a local agency or private developer, it is recommended a PEER be prepared and included in the Lead Agency's CEQA document. This will help expedite the Caltrans Encroachment Permit Review process. The PEER document forms and procedures can be found in the Caltrans Project Development Procedures Manual (PDPM). http://www.dot.ca.gov/hq/oppd/pdpm/pdpmn.htm
http://www.dot.ca.gov/hq/traffops/developserv/permits/pdf/forms/PEER_(TR-0112).pdf

As part of the encroachment permit process, the applicant must provide an approved final environmental document including the California Environmental Quality Act (CEQA) determination addressing any environmental impacts within the Caltrans' R/W, and any corresponding technical studies. If these materials are not included with the encroachment permit application, the applicant will be required to acquire and provide these to Caltrans before the permit application will be accepted. Identification of avoidance and/or mitigation measures will be a condition of the encroachment permit approval as well as procurement of any necessary regulatory and resource agency permits. Encroachment permit submittals that are incomplete can result in significant delays in permit approval.

When a property owner proposes to dedicate property to a local agency for Caltrans use in conjunction with a permit project, Caltrans will not issue the encroachment permit until the dedication is made and the property has been conveyed to Caltrans.

A3.9 cont.

Improvement plans for construction within State Highway R/W must include the appropriate engineering information consistent with the state code and signed and stamped by a professional engineer registered in the State of California. Caltrans Permit Manual contains a listing of typical information required for project plans. All design and construction must be in conformance with the Americans with Disabilities Act (ADA) requirements.

Additional information regarding encroachment permits may be obtained by contacting the Caltrans Permits Office at (619) 688-6158. Early coordination with Caltrans is strongly advised for all encroachment permits.

If you have any questions, or require further information, please contact Vanessa De La Rosa, at (619) 688-4289 or email at Vanessa.DeLaRosa@dot.ca.gov.

Sincerely,

JACOB ARMSTRONG, Branch Chief
Development Review Branch

Enclosure:
San Ysidro Community Plan Update Public Review Draft Apr 2015.

STATE OF CALIFORNIA—CALIFORNIA STATE TRANSPORTATION AGENCY EDMUND G. BROWN Jr., Governor

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July 31, 2015

11-SD-VAR
(5, 805, 905)
San Ysidro Community Plan Update
Public Review Draft Apr 2015

Mr. Tanner French
City of San Diego
Planning Department
1222 First Avenue, MS 413
San Diego, CA 92101

Dear Mr. French:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the City of San Diego's (City) San Ysidro Community Plan Update (Plan), for which the area is served by Interstate 5 (I-5), Interstate 805 (I-805), and State Route 905 (SR-905). The mission of Caltrans is to provide a safe, sustainable, integrated, and efficient transportation system to enhance California's economy and livability. The Local Development-Intergovernmental Review (LD-IGR) Program reviews land use projects and plans to ensure consistency with our mission and state planning priorities of infill, conservation, and efficient development. To ensure a safe, efficient, and reliable transportation system, we encourage early consultation and coordination with local jurisdictions and project proponents on all development projects that utilize the multi-modal transportation network.

Caltrans has reviewed the Public Review Draft dated April 2015 for the Plan, and has the following comments:

Please capitalize all references to the State Highway System, such as revising "interstate 5" to "Interstate 5" on page 1-3.

***Chapter 1.2: Community Vision and Key Objectives, Chapter 2: Land Use Element***
Caltrans recognizes that there is a strong link between transportation and land use. Development can have a significant impact on traffic and congestion on State transportation facilities. In particular, the pattern of land use can affect both total vehicle miles traveled and the number of trips. Caltrans strongly encourages local agencies to work towards a safe, functional, interconnected, multi-modal system.

Caltrans supports the concept of a local circulation system that is pedestrian, bicycle, and transit-friendly in order to enable residents to choose alternative modes of transportation. As a result, potential transit mitigation for development impacts should also be analyzed, such as improved transit accommodation through the provision of park and ride facilities, bicycle access, signal

prioritization for transit, or other enhancements that can improve mobility and alleviate traffic impacts to State facilities.

***Chapter 2.6: Port of Entry District***
Caltrans appreciates the acknowledgement of the interagency collaboration between Caltrans, the City, the San Diego Association of Government (SANDAG), and the Metropolitan Transit System (MTS) on the San Ysidro Intermodal Transportation Center Study, partially funded by the a Federal Transit Administration (FTA) Section 5304 Transit Planning grant awarded by Caltrans.

***Chapter 3: Mobility Element, Final Mobility Concept Study***
As of January 1, 2011, Assembly Bill 1358 requires that any substantive revision of the circulation element of a general plan include planning for a balanced multi-modal transportation network that meets the needs of all users of streets, roads, and highways in a manner that is suitable to the context of the general plan. The Act defines all users as motorists, pedestrians, bicyclists, children, persons with disabilities, seniors, movers of commercial goods, and users of public transportation. Caltrans supports Complete Streets policies and continues to implement our own Complete Streets directive, DD-64-R1.

The City should continue to coordinate with Caltrans to implement necessary improvements at intersections and interchanges where the agencies have joint jurisdiction, as well as coordinate with Caltrans as development proceeds and funds become available to ensure that the capacity of on-/off-ramps is adequate.

Caltrans previously reviewed the Plan's Traffic Analysis Memo dated November 21, 2014, which served as a traffic impact study to determine potential impacts to State facilities and propose appropriate mitigation measures. In response, Caltrans sent a letter on January 29, 2015 that is enclosed for your reference. Caltrans agrees with the findings of the Final Mobility Concept Study dated April 1, 2015 that is based on the previous Traffic Analysis Memo.

***Chapter 4.5: Pedestrian-Oriented Design, Chapter 4.11: Gateways and Signage***
Inherent in Caltrans's mission is the need for context sensitive solutions that consider collaborative, community-sensitive approaches to transportation decision-making. While Caltrans advocates enhancements to State facilities that promote a community's vision and needs, Caltrans will continue to require appropriate justification for exceptions to design standards. For pedestrian overcrossing improvements and signage installation, all landscape and irrigation improvements shall conform to Caltrans's policies for design construction and maintenance. All lighting (including reflected sunlight) should be placed and/or shielded so as not to be hazardous to motorists traveling on I-5, I-805, and/or SR-905. Sign plans for any proposed freeway-oriented community identification signage should be provided to Caltrans for review and, depending on proposed sign location, approval. The plans should depict the layout, roadway setback, orientation, glare intensity, and sign size.

Please note that any work performed within Caltrans R/W will require discretionary review and approval by Caltrans and an encroachment permit will be required for any work within the Caltrans R/W prior to construction. Additional information regarding encroachment permits may be obtained by contacting the Caltrans District 11 Encroachment Permits Office at

(619) 688-6158 or visiting the following website: http://www.dot.ca.gov/hq/traffops/developserv/permits/. Early coordination with Caltrans is strongly advised for all encroachment permits.

***Chapter 7: Recreation Element***

For any proposed parks/park equivalencies on State R/W, further coordination is needed between Caltrans and the City to determine if the R/W can be declared excess and sold to a third party, and if not, to pursue an airspace lease. Caltrans policy allows for transportation compatible uses within the airspace defined as "any property within right of way limits of an existing highway… that is capable of other development without undue interference with the operation and foreseeable future expansion of the transportation corridor" and includes "area in cut or fill slopes" (Caltrans Right-of-Way Manual, Section 15.01.01.01). Furthermore, Marler-Johnson Park Agreements (Section 15.04.01.05) allows a local agency to request use of Caltrans airspace for park or recreational purposes; Marler-Johnson agreements may be offered for a period of ten years with five-year extensions.

Caltrans appreciates the continued coordination with City staff and community representatives on this Plan. If you have any questions, please contact Connery Cepeda, Community Planning Liaison, at (619) 688-6003.

Sincerely,

JACOB ARMSTRONG, Branch Chief
Development Review Branch

Enclosures
Caltrans comment letter, January 29, 2015

c: Sara Osborn, City of San Diego

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**July 8, 2016**

***Via Email***
*RMalone@sandiego.gov*
*PlanningCEQA@sandiego.gov*

Rebecca Malone
Associate Planner
City of San Diego Planning Department
1010 Second Avenue MS 413
San Diego CA 92101

**Re:** **San Ysidro, North Park, Uptown, and Golden Hill Community Plan Updates**
*Climate Action Campaign CEQA Comments*
*Project Nos. 21002568, 380611, and 310690*

Dear Ms. Malone:

Please accept the following comments on behalf of our client Climate Action Campaign regarding the Environmental Impact Reports (EIRs) for the San Ysidro, North Park and Golden Hill, and Uptown Community Plan Updates. Climate Action Campaign's mission is to stop climate change. To achieve this goal, Climate Action Campaign has been actively engaged in the development and passage of the City's Climate Action Plan. Now, Climate Action Campaign's focus is to ensure the Climate Action Plan is implemented, and its goals are achieved.

B1.1 The City has an opportunity to make great strides in implementing Climate Action Plan goals with the adopted of Community Plan Updates. As noted below, however, each of the Community Plan Update EIRs fails to comply with the California Environmental Quality Act (CEQA) with respect to greenhouse gas (GHG) emissions. Until and unless these deficiencies are addressed, the EIRs will not withstand judicial scrutiny.

**I. The Climate Action Plan Is the City's Central Climate Plan**

B1.2 The City's Climate Action Plan plays a pivotal and important role in not only reducing GHG emissions Citywide, but also mitigating the impacts of the City's General Plan. (CAP, p. 5). Eventually, this document will serve as a CEQA Qualified GHG Reduction Plan. In the interim, however, a project-level CAP consistency determination is an essential component of CEQA GHG impacts assessment. Inconsistency with a land use plan or policy intended to mitigate environmental impacts is likely to result in a finding of significant environmental impact. (See *Pocket Protectors v. City of Sacramento* (2004) 124 Cal.App.4th 903, 934 ["Because the land use policies at issue were adopted at least in part to avoid or mitigate environmental effects, we consider their applicability under the fair argument test with no presumption in favor of the City."]).

B1.1 Please see responses to comments B.1.2 through B.1.9.

B1.2 The comment states that the Climate Action Plan (CAP) does not currently serve as a CEQA Qualified GHG Reduction Plan, and that a project-level consistency determination is an essential component of CEQA GHG impacts assessment. The comment also states that inconsistency with a land use plan or policy is likely to result in a finding of significant environmental impact. The comment states that land use plans are an important part of achieving the GHG reductions identified in the CAP, and that the SYCPU fails to "ensure CAP consistency in 2020 and beyond."

The CAP was originally adopted in December 2015, and while it was anticipated that it would serve as a qualified GHG reduction plan for purposes of tiering under CEQA pursuant to CEQA Guidelines

B1.2 cont. Section 5183.5, it provided that future implementing actions were necessary in order to serve as such a plan. However, on July 12, 2016, the City Council adopted an amendment to the CAP, which included a CAP Consistency Checklist, and other amendments to the text of the CAP, which resulted in the CAP serving as a qualified GHG reduction plan. At that same time, the City Council also adopted a GHG Significance Determination Threshold (GHG Threshold). Following signature by the Mayor on July 19, 2016, the checklist and thresholds are being implemented immediately. The SYCPU EIR tiers off of the GHG analysis set forth in the CAP Final EIR, which was certified on December 15, 2015, with an addendum certified on July 12, 2016 that specifically addressed the adoption of the GHG Threshold.

As discussed in Draft PEIR Section 5.4, the proposed SYCPU is consistent with the adopted CAP, and contains goals and objectives that implement all of the five primary CAP strategies. Please see Draft PEIR pages 5.4-18 and 5.4-19 for a discussion of consistency with the CAP strategies

Additionally, during the drafting of the SYCPU, the City evaluated the SYCPU's consistency with the CAP through a CAP Conformance Evaluation that concluded that the proposed SYCPU would implement Strategies 3 and 5 of the CAP by:

- Increasing the number of residential units and commercial development within the Transit Priority Areas (TPAs) within the community to support transit;
- Locating an additional 1,762 residential units and an additional 550,000 square feet of commercial development in TPAs;
- Encouraging walking and bicycling by improving and expanding sidewalks and bikeways in the community;
- Supporting the Inter-modal Transit Center associated with the San Ysidro Trolley Station;
- Improving bus service;
- Promoting complete streets;
- Increasing public services including a new library and additional parks; and
- Promoting street trees.

Regarding the need to achieve overall compliance with the targets identified in the CAP, please also refer to CAP Chapter 3 which provides for annual monitoring and reporting to ensure CAP reduction targets are met. Please also see response to comment B1.3.

B1.2 cont.

As the mechanism to achieve compliance with State reduction goals, the CAP requires vigilance and, in light of the looming 2020 reduction target, immediate implementation. Such implementation is especially important in the context of long-term land use plans such as Community Plan Updates (CPU). Unfortunately, the CPU EIRs fail to ensure the necessary CAP consistency in 2020 and beyond. As detailed below, the EIRs therefore reveal a significant environmental impact with respect to GHGs.

**II. The EIRs Fail to Demonstrate Compliance with the Climate Action Plan**

B1.3

To determine whether impacts are significant under CEQA, all of the CPUs rely on a quantitative comparison of future buildout of current Community Plans with future buildout of the proposed CPUs. (See San Ysidro EIR, p. 5.4-16; North Park EIR, pp. 6.5-8-9; Golden Hill EIR, p. 7.5-8; Uptown EIR, pp. 6.5-7-8). Fundamentally, this analysis is improper.

First, the EIRs fail to address, much less analyze, environmental impacts pursuant to CEQA Guideline Section 15064.4(b). A lead agency should assess the significance of GHG emissions by considering the extent to which a project increases emissions compared to the *existing environmental setting*. (CEQA Guidelines §15064.4(b)(1)). All three Community Plan Update EIRs quantify existing emissions, as well as anticipated emissions for existing Community Plans at buildout, and emissions expected at buildout under the proposed CPUs.[1] (See Helix GHG Technical Report for San Ysidro CPU March 2016, pp. 15 and 27; RECON Supplemental Analysis to GHG Analysis for Uptown, North Park, and Golden Hill CPUs, May 16, 2016, pp. 6-8). Nonetheless, the EIRs fail to address the increase in emissions associated with the CPUs – especially in 2020 and 2035 when compared with the existing emissions – or explain why such increases are not significant.

Perhaps more importantly, the CPU EIRs and appendices do not put such increased emissions in context considering the Climate Action Plan reduction goals. The Climate Action Plan requires a **15 percent** reduction from 2010 baseline emissions by 2020, a **40 percent** reduction by 2030, and a **50 percent** reduction by 2035. (CAP, p. 21). Notwithstanding these ambitious CAP GHG reduction goals, and the CPUs' *quantitative* inconsistency with the CAP, the EIRs simply presume CAP consistency based on a *qualitative* analysis. The CPUs make this determination, in part, by claiming the CAP assumes growth based on the Community Plans in effect at the time the CAP was being developed. (See San Ysidro EIR, p. 5.4-8; Uptown EIR, p. 6.5-6; North Park EIR, p. 6.5-5; Golden Hill EIR, p. 7.5-5 ["The CAP assumes future population and economic growth based on the community plans that were in effect at the time the CAP was being developed. Therefore, community plan updates that would result in a

[1] The Helix GHG Technical Report for the San Ysidro CPU does not indicate in which year buildout occurs. Because construction emissions are annualized for thirty years, presumably buildout occurs in the next 30 years. (See Helix GHG Technical Report for San Ysidro CPU March 2016, p. 24).



B1.3 The commenter states that the Draft PEIR fails to assess the significance of GHG emissions by considering the extent to which a project increases emissions compared to the existing environmental setting. The existing GHG emissions are set forth on Draft PEIR pages 5.4-1 through 5.4-3, and specifically in Table 5.4-2. This information is also provided in Table 5 of the GHG Technical Report, which is included as Appendix D. To analyze the significance of GHG emissions, the Draft PEIR then estimates projected GHG emissions under the SYCPU as set forth in Draft PEIR Table 5.4-5 (this information is also provided in Table 8 of the GHG Technical Report, included as Appendix D). The Draft PEIR then provides Table 5.4-6, which explicitly shows the increase from existing conditions and the SYCPU (a total increase of 139,669 MT $CO_2$e increase over existing conditions, which is specifically identified on Draft PEIR page 5.4-14).

A two-step process was then used to determine whether the increase of 139,669 MTCO$_2$e in GHG emissions over existing conditions is significant. Whether that increase is significant was determined by 1) whether the SYCPU emissions would exceed the emissions in the Adopted Community Plan, and if so, whether the increase in GHG emissions is a direct result of implementing CAP strategies and the General Plan's City of Villages Strategy, and 2) whether the SYCPU is consistent with applicable policies and plans, including the CAP. Please see Draft PEIR pages 5.4-14 through 5.4-20 for additional discussion.

As shown in the Draft PEIR, GHG emissions would increase over existing levels with buildout under both the Adopted Community Plan and proposed SYCPU due to the increase in development that would take place under both plans, but that the increase resulting from proposed SYCPU would be less than under the Adopted Community Plan. Looking at the Adopted Community Plan – not as a future baseline – but rather as a measure for determining significance of increased GHG emissions over existing emissions is instructive because it ensures that the GHG

B1.3 cont. emissions from the proposed SYCPU do not exceed the levels assumed in the CAP. Since implementation of the CAP is what ensures that the City meets Citywide GHG emissions reductions, it is important to look to whether any proposed changes to the assumptions in the CAP would affect the ability to achieve the CAP Citywide reductions. Because the proposed SYCPU would not increase emissions beyond what was assumed in the CAP – and in fact would reduce emissions – the proposed change in land uses would not significantly alter the assumptions in the CAP.

Additionally, with respect to Step 2 of the analysis, the Draft PEIR looked to see whether the proposed SYCPU would be consistent with the CAP and its strategies. Please see Draft PEIR pages 5.4-16 through 5.4-20 for additional discussion. Consistent with CAP Strategy 3, the SYCPU proposes increased density within Transit Priority Areas (TPAs) in order to plan for reduced GHG emissions Citywide. This necessary increase results in an increase in GHG emission levels in area, energy, waste, water, and construction emission sources (due to the increased density and new development); however, it results in a *decrease* in mobile emission sources from the Adopted Community Plan due to a reduction in trips that come from the increased development proposed in the TPA. Trips would decrease due to increased use of alternative transportation modes This decrease from the mobile emission sources from the Adopted Community Plan shows that the increase in emissions from the existing condition is consistent with the CAP as mobile emissions are the emissions reductions from the business as usual scenario in the CAP that are assumed for Strategy 3. Specifically, the relevant emissions reductions assumed for purposes of achieving the CAP's GHG emissions reductions targets are based on reductions in vehicle miles traveled (VMT) from increasing the bicycling, walking, and transit mode shares within TPAs, and from decreasing commuter miles traveled, which results in a reduction in mobile emissions compared to the business as usual scenario; for the entire SYCPU area (not just within the TPA), this reduction is approximately 17.24% below the Adopted Community Plan, as shown in Draft PEIR section 5.4. The SYCPU is consistent with the reductions estimates in the CAP because it promotes effective land use and implements the City of Villages Strategy.

As shown in CAP Appendix A, the CAP VMT reductions in 2035 are Citywide reductions for labor force commuter trips. Some communities may have higher reductions, while some may have less due to a variety of factors, such as average commuter distance for a particular community. The CAP reductions are Citywide reductions, and due to the nature of community planning, are not always appropriate to be distributed equally amongst each community. For example, an increase in GHG emissions in one community may actually be necessary to alter the overall land use pattern in the City to achieve the reductions assumed for more effective

B1.3 cont. land use Citywide.

From a GHG perspective, increased density in a TPA correlates with lower GHG emissions. For example, the document prepared by the California Air Pollution Control Officers Association (CAPCOA) entitled *Quantifying Greenhouse Gas Mitigation Measures* demonstrates that transit ridership increases with density, which justifies enhanced transit service. Higher density also allows City residents to take advantage of non-auto modes of transportation as such facilities become available. Therefore, focusing development inside TPAs rather than outside TPAs is consistent with CAP Strategy 3. This can be found on page 6 of the City of San Diego Climate Action Plan Consistency Checklist Technical Support Documentation. On the other hand, focusing development outside of a TPA would tend to be inconsistent with the CAP even though GHG emissions may not increase (because no new development would occur). Therefore, while looking at the increases or decreases in GHG emissions on a particular community plan update is instructive, it is not determinative as to overall Citywide consistency with the CAP.

In addition, the CAP recognizes that reductions can be achieved in multiple ways and that flexibility in implementation is necessary. As shown on pages 42 and 43 of the CAP, the annual monitoring and reporting would identify any potential deficiencies in reductions, and the CAP could be amended to address those deficiencies. The annual monitoring and reporting program is the appropriate place to monitor Citywide GHG emissions reductions, not an individual community CPU EIR. Furthermore, new development within the SYCPU area that is subject to CEQA review would be required to complete the CAP Consistency Checklist to ensure project consistency with the CAP. As stated above, the City is implementing this requirement immediately for development projects.

Therefore, implementation of the SYCPU, in combination with implementation of the CAP overall, along with the CAP's annual monitoring and reporting, ensures achievement of the CAP's overall Citywide emissions reductions, and nothing in the land uses proposed in the SYCPU would be inconsistent with the promotion of effective land use to reduce VMT, or the ability to achieve the alternative mode shares assumed in the CAP.

Please also see responses to comments B1.4 and B1.5.

reduction in GHG at build-out compared to GHG emissions at build-out under the adopted Community Plan would result in further GHG reductions."]). However, the phrase "2010 baseline emissions" cannot be read to mean a baseline defined by "emissions at buildout of Community Plans as they existed in 2010." This approach fails under the CAP and under CEQA.

B1.3 cont.

Though the CAP assumed population growth in calculating *business-as-usual* emissions, nothing in the CAP or CAP appendices indicates GHG reduction modelling relied on existing Community Plans ever actually achieving this buildout. As such, the CPUs' reliance on full buildout at plan levels as a baseline is speculation and does not amount to substantial evidence. (Pub. Res. Code § 21082.2(c); CEQA Guidelines, § 15384(a) ["Argument, speculation, unsubstantiated opinion or narrative, evidence which is clearly erroneous or inaccurate, or evidence of social or economic impacts which do not contribute to or are not caused by physical impacts on the environment does not constitute substantial evidence."]).

B1.4

Rather, the CAP's narrative goals and modelling appendices indicate the exact opposite is true: the CAP expects, and indeed relies on, Community Plan updates that will alter land-use patterns and shift density to Transit Priority Areas. The CAP includes goals to implement the City of Villages Strategy in Transit Priority Areas and promote effective land use to reduce vehicle miles traveled. (CAP, pp. 37-39). Specifically, a CAP supporting measure requires achievement of better walkability and transit-supportive densities "by locating a majority of all new residential development within Transit Priority Areas." (CAP, p. 39).

B1.5

Parts of San Ysidro and the majority of Uptown, North Park, and Golden Hill are within Transit Priority Areas, but the EIRs and associated GHG analysis appendices fail to quantify: (i) how the CPUs implement the GHG emission reductions associated with CAP strategies, particularly increased density in TPAs; and, (ii) if such reductions meet the CAP 2020, 2030 and 2035 goals. Such quantitative consistency is particularly important here because to achieve the requisite reductions, the CAP relies heavily on Strategy 3, Bicycling, Walking, Transit and Land Use. Strategy 3 comprises one of the largest shares of local reduction actions. (CAP, p. 30). In the earlier years of the CAP, Strategy 3 is responsible for 36 percent of GHG emission reductions Citywide. Within Strategy 3, "Mass Transit" and "Promote Effective Land Use to Reduce Vehicle Miles Traveled" are two of the largest reduction sub-strategies. (*Id.*).

Such modeling is achievable. The CAP models VMT (and associated GHG) reductions associated with each CAP strategy. (See CAP Appendix A, pp. A-31-A-38). Further, VMT reduction modeling was conducted as part of the CPU EIRs. Nonetheless, the EIRs fail to quantitatively bridge the analytical gap between: (i) the CPU VMT and associated GHG

B1.4 The commenter states that the CAP relies on community plan updates to alter land use patterns and shift density to TPAs. The SYCPU is consistent with these CAP goals. Specifically, the commenter cites to CAP Strategy 3, which includes a supporting measure to locate a majority of all new residential development within TPAs. The SYCPU is consistent with this supporting measure in that it focuses new development and increased densities in the San Ysidro Historic Village, which is within the TPA for the Beyer Street Trolley Station. Please also see response to comment B1.3.

B1.5 Please see responses to comments B1.3 and B1.4. Regarding modeling VMT reductions, please see Draft PEIR Chapter 5.4, which shows reductions resulting from VMT. Additionally, it is important to note that the reduction in GHG emissions over the Adopted Community Plan was based on the reduction in trip generation rates, and did not take into account any reductions in vehicle miles traveled (VMT) that result from the transit-oriented land use pattern. For example, CAPCOA's *Quantifying Greenhouse Gas Mitigation Measures* identifies several features included in the proposed SYPCPU that would reduce VMT. CAPCOA measure LUT-1, Increase Density, is identified as means to reduce VMT and the corresponding GHG emission by up to 30 percent. By including a wide variety of land uses in the San Ysidro Historic Village District, the SYCPU would achieve CAPCOA measure LUT-3, Increase Diversity of Urban and Suburban Developments (Mixed Use), which is considered capable of reducing VMT and the corresponding GHG emission between 9 to 30 percent because residents would be in the same area as retail and office buildings. The concentration of development around the Beyer Transit Station would achieve CAPCOA measure LUT-5, Increase Transit Accessibility, which may result in up

B1.5 cont. reductions; and, (ii) the correlating CAP GHG reductions. (See, for example, Uptown, North Park and Golden Hill CPU Appendix E.2. Attachment 1).[2]

B1.6 This data is also a critical component of demonstrating CAP compliance. Without such data and analysis, numerous questions remain regarding CAP reduction measures. For example, if these four CPUs result in a net increase in emissions in both 2020 and 2035 compared to the 2010 baseline, and all other CPUs are similarly evaluated based only on an expected reduction in emissions compared to full buildout of adopted Community Plans – *despite an increase from existing emissions* – where will the reductions come from? If these four CPUs result in an increase in GHG emissions in 2020 and 2035, reductions from other future land use decisions will have to be even greater to make up for such increases, and it is unclear where such opportunities exist.

B1.7 As the California Supreme Court recently found in *Center for Biological Diversity v. Department of Fish & Wildlife* ("*Newhall Ranch*") (2015) 62 Cal.4th 204, the EIRs here fail to bridge the analytical gap between the increase in CPU emissions and consistency with the CAP:

> The analytical gap left by the EIR's failure to establish, through substantial evidence and reasoned explanation, a quantitative equivalence between the Scoping Plan's statewide comparison and the EIR's own project-level comparison deprived the EIR of its "'sufficiency as an informative document.'" (*Newhall Ranch, supra*, 62 Cal.4th at 227, citing *Laurel Heights Improvement Assn. v. Regents of University of California* (1988) 47 Cal.3d 376, 392).

B1.8 As the planning mechanism to shape future development in these planning areas, the CPUs must result in CAP-mandated reductions *now*.[3] Nevertheless, the EIRs contain no mention of the appropriate allocation of reduction measures attributable to CPU implementation. The CPUs' increase in GHG emissions is counterfactual to a CAP consistency determination. Because the EIRs fail to adequately address the "quantitative equivalence" between the City's CAP and the CPUs, the EIRs are insufficient and the CPUs will result in significant GHG impacts.

[2] See also, Final Supplemental Environmental Impact Report for the Downtown San Diego Mobility Plan, SCH #2014121002, April 26, 2016, p.E-8,9 (reflecting achievement of active transportation mode share increases based on quantitative modeling).

[3] The Supreme Court also posited that "a greater degree of reduction may be needed from new land use projects than from the economy as a whole" in light of the fact that new development is more easily designed to reduce GHG emissions. (*Newhall Ranch*, *supra*, 62 Cal.4th at 226).



B1.5 cont. to a 24.6 percent reduction in VMT and corresponding GHG emissions. If the VMT reductions resulting from the inclusion of these factors into the proposed SYCPU were taken into account in the impact analysis, the reduction in GHG emissions in comparison with the Adopted Community Plan would have been even greater.

The commenter also notes that modeling for specific CAP goals is achievable. The City is continuing to explore a variety of ways to inform our data gathering and monitoring efforts for CAP implementation and GHG reductions.

B1.6 The commenter asks how a community plan that increases GHG emissions over existing conditions can result in GHG reductions. Please see response to comment B1.3. As discussed in response to comment B1.3, the reductions assumed from implementation of Strategy 3 come from a decrease in mobile source emissions tied directly to labor force commute trip length (see page A-31 through A-38 of Appendix A to the CAP). This increase in density in a community is anticipated to bring the labor force that is forecast to increase through 2035 to TPAs connected to employment centers in nearby communities. Implementation of the rest of the other CAP strategies would address the increase in other source emissions due to implementation of the CAP Strategy 3. In other words, any increases that result from the SYCPU also result in decreases in mobile source emissions. Therefore, even if a community plan increases overall GHG emissions within a particular community, if the community plan achieves mobile source reductions, that part of the assumed reductions in the CAP has been realized; implementation of the CAP overall is what would ensure that the City meets its targets identified in the CAP.

It is also important to note that in the GHG emissions modelling done for the Adopted Community Plan and the SYCPU, the CalEEMod assumptions utilized to forecast GHG emissions were conservative and reflected the default from CalEEMod Version 2013.2.2. This approach to modeling does not take into account the emissions reductions of the Citywide ordinances and programs in the CAP to be implemented by the City, and which are not specifically relevant to the proposed CPU (i.e., Citywide energy, water or waste policies). For example, the first goal under Strategy 2 of the CAP is to achieve 100% renewable energy Citywide by 2035. The CalEEMod energy default values are based on studies from the California Energy Commission, and not on achieving 100% renewable energy. Likewise, the Citywide efforts in CAP

B1.6 cont. Strategy 1: Energy and Water Efficient Buildings would result in fewer emissions from sources associated with the provision of water, and CAP Strategy 4: Zero Waste would decrease the expected emissions from waste sources over what was accounted for in the CalEEMod modelling. In this manner, emissions projections for the Adopted Community Plan and for the SYCPU do not account for the GHG emissions reductions of the CAP. The emissions projections were produced to give a means of comparing the difference in land use emissions, i.e., the effect that changing the adopted land uses would have on the production of GHG emissions.

B1.7 Please see response to comment B1.3.

B1.8 Regarding the comment's footnote which suggests that greater GHG reductions may be needed for new development, please see the City's CAP Consistency Checklist, which is included as a CAP Appendix. The CAP Consistency Checklist provides for greater reductions from new development that is subject to CEQA. Regarding the SYCPU's overall consistency with the CAP, please see response to comment B1.3.

**III. Conclusion**

The current CPU EIRs fail to meet applicable CEQA mandates. The CPU EIRs must assess quantitative compliance with the Climate Action Plan, its reduction targets and goals. As drafted, the EIRs demonstrate a lack of compliance with Climate Action Plan goals because all four CPUs result in an increase in GHG emissions compared to baseline rather than a decrease of 15 percent by 2020, 40 percent by 2030, and 50 percent by 2035. Climate Action Campaign urges the City to conduct the requisite analysis and recirculate the EIRs for further public comment. B1.9

Thank you in advance for your consideration of our comments.

Sincerely,

**COAST LAW GROUP, LLP**



Marco Gonzalez
Livia Borak
Attorneys for Climate Action Campaign

cc: Client

B1.9 Please see responses to comments B1.1 through B1.8.

Metropolitan Transit System

1255 Imperial Avenue, Suite 1000
San Diego, CA 92101-7490

July 8, 2016

Ms. Rebecca Malone
Environmental Planner
City of San Diego
1010 Second Avenue, MS 413
San Diego, CA 92101

Dear Ms. Malone:

SUBJECT: SAN YSIDRO COMMUNITY PLAN UPDATE - DRAFT PROGRAMMATIC ENVIRONMENTAL IMPACT REVIEW COMMENTS

The San Diego Metropolitan Transit System (MTS) is in receipt of the Draft Programmatic Environmental Impact Review (PEIR) for the San Ysidro Community Plan Update (CPU). On August 4, 2015, MTS provided comments to the City on the Mobility Element of this CPU. Thank you for providing us the opportunity to now review the Draft PEIR.

MTS is appreciative of the community's commitment to provide safe and convenient routes to transit services, and to sustainable and transit-supportive land uses. Our specific comments are as follows:

- **San Ysidro Community Plan Update and San Ysidro Historic Village Specific Plan, all sections as applicable:**

  *MTS Comment: Public and private developers should work with MTS to ensure that existing and potential future bus stop locations are built to meet the accessibility requirements of the Americans with Disabilities Act (ADA).*

  *MTS' shelter program does not provide for a bus shelter at every fixed-route bus stop due to funding and site constraints. Shelter installations are prioritized based primarily on the number of bus boardings. However, entities apart from MTS can provide shelters at bus stop locations if they have an agreement with the City and coordinate the location and other elements with MTS. That entity would be responsible for the cost, installation, maintenance, cleaning, liability, and removal of the shelter. It should be noted that shelter locations have additional requirements for electrical connections and ADA accessible path purposes.*

  *Any roadway capacity reductions and traffic calming measures should be made in consideration of transit vehicle routing so as to not adversely impact travel times for transit riders, or create a safety concern which restricts transit vehicle movements. Such measures include speed tables, traffic circles, bulb-outs, and chicanes. Limited space may create conflicts with parked cars and/or bicycles, and could reduce MTS' ability to effectively provide transit service in an area.*

B2.1



Metropolitan Transit System (MTS) is a California public agency comprised of San Diego Transit Corp., San Diego Trolley, Inc., San Diego and Arizona Eastern Railway Company (nonprofit public benefit corporations), and San Diego Vintage Trolley, Inc., a 501(c)(3) nonprofit corporation, in cooperation with Chula Vista Transit. MTS is the taxicab administrator for seven cities.

MTS member agencies include the cities of Chula Vista, Coronado, El Cajon, Imperial Beach, La Mesa, Lemon Grove, National City, Poway, San Diego, Santee, and the County of San Diego.

B2.1 Comment noted. This comment does not address the adequacy or completeness of the Draft PEIR.

- **San Ysidro, Land Use Element, Section 2.7.2-M:** Consider a trolley stop and additional pedestrian connections to East Beyer Boulevard to connect to the Border Village District.
  *-and-*
  **San Ysidro, Mobility Element, Section 3.4.11:** Support the implementation of a new trolley stop to serve the Hillside development, which will be evaluated as part of the future Hillside development process.

  *MTS Comment: MTS has seen only very high-level concepts on-line from Lee & Associates for the Hillside project, but is not aware of any analysis that supports an additional Trolley station. Inserting a new rail station in the middle of an existing line has significant implications for travel times and operating costs, and would require substantial ridership to offset the delay to thousands of through-riders. Also, one concept incorporates a station into a multipurpose bridge structure over the freeway, which introduces additional of complexity over issues of ownership, maintenance responsibilities, liability, and other matters.*

  *MTS has no capital or operating funds identified for this project, and is not aware of any programmatic funds for it in the 2050 Regional Transportation Plan.*

  *MTS requests that the City analyze and recognize the potential that new and/or enhanced bus services could be an equally or more appropriate solution to transit demands along East Beyer Boulevard and to any future Hillside development.*

B2.1 cont.

- **San Ysidro, Mobility Element, Section 3.2.2:** Install missing sidewalks and curb ramps and remove accessibility barriers throughout the community. This will include the undergrounding of public utilities and relocation of transit shelters to widen the pedestrian pathways (also see Policies 6.1.18-20).

  *MTS Comment: MTS supports efforts to provide safe and convenient routes to transit services, especially improvement of pedestrian and bicycle access to the San Ysidro Transit Center and Beyer Blvd. Trolley Station. These should be closely coordinated with MTS to ensure accessibility compliance and compatibility with transit operations and future plans.*

- **San Ysidro, Mobility Element, Section 3.2.7:** Transform unused rail and freeway rights-of-way into landscaped features to provide a pleasant and safe route, where possible, for pedestrians. Prioritize improvements for the areas along the south side of Beyer Boulevard, adjacent to the Trolley Blue Line.
  *-and-*
  **San Ysidro, Mobility Element, Section 3.2.9:** Construct a new pedestrian bridge crossing over the Trolley Blue Line, at Del Sur Boulevard, to improve connections between residential areas north and south of the trolley tracks (see Figure 3-3).

*-and-*
**San Ysidro, Recreation Element, Section 7.1.14:** Pursue a license agreement with the San Diego Metropolitan Transit System (MTS) for the development of a linear park on the MTS property, located on the south side of Beyer Boulevard between Dairy Mart Road and Smythe Avenue, north of the trolley tracks. Design and construct linear park amenities such as: exercise and fitness stations, picnic facilities, shade structures, information kiosks, seating, landscaping, and security lighting.
*-and-*
**San Ysidro Historic Village Specific Plan, Section 3.4.1:** Incorporate Class I Bicycle Paths along the south side of the San Diego Trolley Tracks and along the east side W. Park Avenue as part of the Green Spine bicycle facility.
*-and-*
**San Ysidro, Urban Design Element, Section 4.9.5:** Provide a vegetated buffer and decorative fencing between the trolley tracks and East Beyer Boulevard.
*-and-*
**San Ysidro, Mobility Element, Section 3.9.8:** Support the creation of a Class I bicycle facility along MTS right-of-way connecting the northwestern side of the community with the future ITC at the border (also see Policy 3.3.3).

B2.1 cont.

*MTS Comment: Projects proposed for MTS' railroad right-of-way (ROW) would need an agreement with the City that recognizes that MTS retains the right to resume use of the ROW for its own purposes, if and as needed. Permanent structures should not be planned for or constructed in the MTS ROW. Bridges and other facilities within or partially within railroad ROW may be subject to existing and future California Public Utilities Commission (PUC) and Federal Railroad Administration (FRA) requirements and/or approval.*

- **San Ysidro, Mobility Element, Section 3.4.1:** Improve the environment surrounding bus, trolley, and jitney stops through the installation of curb extensions, shelters, additional seating, lighting, and landscaping, where appropriate (also see Policy 3.2.4).

*MTS Comment: Entities apart from MTS can provide landscaping, seating, shelters, and other amenities at bus stop locations if they have an agreement with the City and coordinate location and other elements with MTS. That entity would be responsible for the cost, installation, maintenance, cleaning, liability, and removal of the amenities. Site design would need ADA compliance, and these improvements should be closely coordinated with MTS to ensure accessibility and compatibility with transit operations and future plans.*

- **San Ysidro, Mobility Element, Section 3.4.5:** Support implementation of a street car or people mover system along East San Ysidro Boulevard and Camino de la Plaza to connect the ITC at the border and the Virginia Avenue Intermodal Center, including the commercial area west of Virginia Avenue with the San Ysidro Historic Village to supplement and complement the existing 906/907 route for future development.

  *MTS Comment: This suggested course appears to largely duplicate existing MTS Routes 906/907 service. Any proposed rail solution should only be considered in a completely separated guideway (versus operating in mixed-flow traffic lanes). Note that four years ago, MTS conducted a study that estimated streetcar capital costs at up to $50 million/mile (excluding land acquisition costs). A cost/benefit analysis should be used to determine whether a more robust bus network, operating in separated lanes, could be as effective and with a potentially much lower cost. .*

- **San Ysidro, Mobility Element, Section 3.4.10:** Encourage the implementation of Transit Priority Measures such as queue jumpers and priority signal operations along current and future transit corridors.

  *MTS Comment: MTS encourages traffic signal improvements to enhance the quality of transit service, incentivizing area residents and visitors to use the bus and Trolley. Congestion on East San Ysidro Blvd. and Camino de la Plaza is a notable, current impediment to efficient transit service, and penalizes transit riders whose journey also includes stopping to board and alight other riders.* ***Most significantly, MTS requests the inclusion of bus-only lanes in these busiest corridors, where traffic queues make Transit Signal Priority (TSP) and other priority measures ineffective*** *in isolation.* *In other areas, transit queue jumpers and TSP should be implemented to offer further travel time savings to transit riders.*

- **San Ysidro, Mobility Element, Section 3.5.5:** Support the construction of a roadway connection from Calle Primera to Camino de la Plaza (see Figure 3-8).
  *-and-*
  **San Ysidro, Mobility Element, Section 3.5.10:** Support a road connection to Otay Mesa by extending Beyer Boulevard to Caliente Avenue.

  *MTS Comment: Roadway improvements that work towards a more complete street grid offer greater flexibility for MTS to provide transit service, especially in areas like West San Ysidro where there are currently few through-streets. MTS requests that future collector and connection roads be designed to accommodate transit vehicles, with complete sidewalks, ADA-compliant bus stop zones, and transit priority measures where appropriate.*

B2.1 cont.

- **San Ysidro, Mobility Element, Section 3.5.6:** Support the construction of modern roundabouts at the following intersections: West San Ysidro Boulevard and Howard Avenue, West San Ysidro Boulevard and Averil Road, and Via de San Ysidro, Dairy Mart Road, Camino de la Plaza, and Calle Primera.

  *MTS Comment: MTS operates routes through most or all of these intersections. Roundabouts are problematic for providing bus service in several ways: they can increase riders' transit travel time by requiring the bus to slow to 5-10 MPH to negotiate the curves, or to stop to yield to traffic in the circle; the tapered approaches to the roundabout push the bus stops farther from the intersection, increasing the likelihood that riders will cross midblock rather than at a crosswalk; and, the roundabout dimensions can leave buses unable to navigate through the circle and/or cause damage to both the bus and the roundabout. MTS requests that the City analyze other methods for achieving the same goals through traditional squared intersection designs that wouldn't degrade the quality of transit services.*

- **San Ysidro, Mobility Element, Section 3.5.7:** Support the implementation of "complete-streets" improvements and other roadway improvements to increase on-street parking supply, remove excess right of way and improve bicycle and pedestrian facilities, at the following locations […].
  *-and-*
  **San Ysidro, Mobility Element, Section 3.5.8:** Support intersection improvements to increase capacity and reduce the conflicts between the trolley, bicyclist, pedestrians, and vehicular traffic, at the following locations […].

  *MTS Comment: MTS supports bicycle, pedestrian, and intersection improvements that enhance access to and reliability of transit services and requests that the City work cooperatively with MTS to ensure designs and locations that allow MTS to maintain efficient and reliable bus service. Please note that some intersections identified appear to be in the MTS Rail right-of-way and would require permits and agreements with MTS. Further, MTS requests the consideration of transit-only lanes in congested areas to ensure our ability to maintain reliable service to residents and visitors.*

- **San Ysidro, Mobility Element, Section 3.8.3:** Encourage new multifamily residential development to provide discounted transit passes to residents in exchange for reduced parking rates and "sell" their parking separately from the rental cost of the apartments.

  *MTS Comment: MTS currently offers a discount Eco-Pass program for bulk pass purchases that could be utilized by developers. Although residential pass programs can be very challenging for developers and site management to*

B2.1 cont.

*oversee, MTS can work with individual properties to assist in identifying the best solution for their development.*

- **San Ysidro, Urban Design Element, Section 4.5.14:** Enhance pedestrian safety with traffic calming elements such as bulbouts, mid-block crossings, flashing crosswalk warning lights, speed bumps, etc., between high pedestrian areas such as schools, trolley crossings, and pedestrian-oriented streets, […].

  *MTS Comment: MTS supports efforts to provide safe and convenient routes to transit services, especially improvement of pedestrian and bicycle access to the San Ysidro Transit Center and Beyer Blvd. Trolley Station. These should be closely coordinated with MTS to ensure accessibility compliance and compatibility with transit operations and future plans.*

B2.1 cont.

- **San Ysidro, Urban Design Element, Section 4.11.1:** Implement a unified sign program to help orient visitors through the community including gateways, directional and directory signs, information and historical interpretive signs, and freeway identification signage.

  *MTS Comment: MTS supports community efforts to improve public information and wayfinding, but requests that any signage in close proximity to transit facilities be coordinated with MTS to ensure accurate transit information and compatibility with our own signage standards.*

Sincerely,

Denis Desmond
Manager of Planning

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L-RMALONE.CITYOFSD.SYCPU.DDESMOND.070816

cc: Sharon Cooney, MTS Chief of Staff
Tim Allison, MTS Manager of Real Estate Assets
Sara Osborn, Senior Planner/Community Planning, City of San Diego
Jeff Murphy, Director of Planning Department, City of San Diego

**RINCON BAND OF LUISEÑO INDIANS**
**Environmental Department**
1 W. Tribal Road · Valley Center, California 92082 ·
(760) 297-2330 Fax:(760) 297-2339

June 3, 2016

Rebecca Malone
The City of San Diego
1010 Second Avenue, MS 413
San Diego, CA 92101

**Re: San Ysidro Community Plan Update and San Ysidro Historic Village Specific Plan Project No. 310690**

Dear Ms. Malone:

This letter is written on behalf of the Rincon Band of Luiseño Indians. Thank you for inviting us to submit comments on the San Ysidro Community Plan Update and San Ysidro Historic Village Specific Plan Project No. 310690. Rincon is submitting these comments concerning your projects potential impact on Luiseño cultural resources.

B3.1 The Rincon Band has concerns for the impacts to historic and cultural resources and the finding of items of significant cultural value that could be disturbed or destroyed and are considered culturally significant to the Luiseño people. This is to inform you, your identified location is not within the Luiseño Aboriginal Territory. We recommend that you locate a tribe within the project area to receive direction on how to handle any inadvertent findings according to their customs and traditions.

If you would like information on tribes within your project area, please contact the Native American Heritage Commission and they will assist with a referral.

Thank you for the opportunity to protect and preserve our cultural assets.

Sincerely,

Vincent Whipple
Manager
Rincon Cultural Resources Department

Bo Mazzetti, Tribal Chairman · Stephanie Spencer, Vice Chairwoman · Steve Stallings, Council Member · Laurie E. Gonzalez, Council Member · Alfonso Kolb, Council Member

B3.1 Comment noted. As new development is proposed, the City will comply with AB 52 requirements for contact and consultation with the Native American Heritage Commission and interested tribes.

401 B Street, Suite 800
San Diego, CA 92101-4231
(619) 699-1900
Fax (619) 699-1905
sandag.org

July 7, 2016 File Number 3300300

Rebecca Malone
City of San Diego
Planning Department
1010 Second Avenue, Mail Station 413
San Diego, CA 92101

MEMBER AGENCIES
Cities of
Carlsbad
Chula Vista
Coronado
Del Mar
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La Mesa
Lemon Grove
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Oceanside
Poway
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Santee
Solana Beach
Vista
and
County of San Diego

ADVISORY MEMBERS
Imperial County
California Department of Transportation
Metropolitan Transit System
North County Transit District
United States Department of Defense
San Diego Unified Port District
San Diego County Water Authority
Southern California Tribal Chairmen's Association
Mexico

Dear Ms. Malone:

SUBJECT: San Ysidro Community Plan Update and San Ysidro Historic Village Specific Plan Draft Program Environmental Impact Report (Project No. 310690)

Thank you for the opportunity to comment on the San Ysidro Community Plan Update and San Ysidro Historic Village Specific Plan (San Ysidro Plans) Draft Program Environmental Impact Report (PEIR). Our comments are based on policies included in San Diego Forward: The Regional Plan (Regional Plan) and are submitted from a regional perspective, emphasizing the need for land use, transportation coordination, and implementation of smart growth and sustainable development principles. The Regional Plan sets forth a multimodal approach to meeting the region's transportation needs. Therefore, the San Diego Association of Governments (SANDAG) recommends the following issues be addressed:

**Smart Growth and Long Range Transportation**

A key goal of the Regional Plan is to focus growth in smart growth opportunity areas. The proposed project is located within an Existing/Planned Town Center identified on the Smart Growth Concept Map (SD SY-1). The Town Center place type has a minimum density target of 20 dwelling units per acre (du/ac) and 30 employees per acre. SANDAG appreciates that the City of San Diego has prioritized transit-oriented development and land use changes in the project area that support both the goals of the Community Plan as well as the Smart Growth Concept Map and the Regional Plan. The proposed project is now served by the Trolley (Blue Line) and a high-frequency local bus route (Route 906).

B4.1

The Regional Plan has modeled and developed several high-performing transit routes that will provide access to and from the San Ysidro planning boundaries by 2035. Please consider including the following planned routes/services in the San Ysidro plan documents and noting the need to facilitate access to these public transit services:

- Blue Line Trolley Frequency Enhancements
- Purple Line Trolley (Route 562) – San Ysidro to Kearny Mesa
- Route 640A – San Ysidro to Old Town Transit Center
- Route 688 – San Ysidro to Sorrento Mesa

**Transportation Demand Management**

B4.2

The SANDAG Transportation Demand Management (TDM) division supports the mobility and parking strategies included in the San Ysidro Plans. In order to further mitigate regional transportation impacts and increase mobility choices throughout the San Ysidro community, please consider integrating on-demand rideshare as a mobility solution, in addition to encouraging commuters to participate in the SANDAG Vanpool program.

SANDAG's TDM program, iCommute, has a number of resources available for the City to utilize in order to promote transportation choices to employers and commuters in the plan area. For example, schools in the plan area can participate in the Walk, Ride, and Roll to School education program in order to promote pedestrian and bike safety around schools. More information on TDM programs can be found at www.iCommuteSD.com.

**Funding Sources**

B4.3

A number of transit routes referenced throughout the PEIR mention the funding stream associated with operations. If these routes are included in SANDAG's Regional Plan, please ensure the routes referenced are consistent with the names and descriptions within the Regional Plan. If these routes are not included in SANDAG's Regional Plan, additional sources of funding (such as funds from developers) would need to be identified. SANDAG suggests clarifying the references in the following locations:

- Page 48, "Mitigation" column – discussion of Bus Rapid Transit
- Page 268, "State Route 905 (SR-905): Beyer Blvd. to Picador Blvd." section – discussion of additional general purpose lanes
- Page 268, "State Route 905 (SR-905): Picador Blvd. to I-805" section – discussion of additional general purpose lanes
- Page 293, "AQ-4" section, third bullet – change to Bus Rapid Transit routes included in the Regional Plan

B4.1 The following policy has been added to the Mobility Element to acknowledge future bus transit opportunities:

> Policy 3.4.12: Support high-quality transit services which connect San Ysidro to Downtown and sub-regional employment centers, consistent with the SANDAG Regional Plan.

B4.2 Comment noted.

B4.3 Comment noted. The Draft PEIR was revised to clarify references to SANDAG Regional Plan projects and routes in the following sections: Executive Summary (page S-21), Transportation/Circulation (page 5.2-46), and Air Quality (page 5.3-18).

**Other Considerations**

B4.4 A number of edits are proposed in the attachment to this letter to address minor errors (e.g., spelling, incorrect publication dates of planning documents) found in the San Ysidro plan documents. Please note: the following SANDAG publications (which can be found on our website at sandag.org/igr) can be used as resources for additional information or clarification on topics discussed in this letter:

B4.5
1. SANDAG Regional Parking Management Toolbox
2. Riding to 2050, the San Diego Regional Bike Plan
3. Regional Multimodal Transportation Analysis: Alternative Approaches for Preparing Multimodal Transportation Analysis in Environmental Impact Reports
4. Planning and Designing for Pedestrians, Model Guidelines for the San Diego Region
5. Designing for Smart Growth, Creating Great Places in the San Diego Region
6. Trip Generation for Smart Growth
7. Parking Strategies for Smart Growth

B4.6 When available, please send any additional environmental documents related to this project to:

Intergovernmental Review
c/o SANDAG
401 B Street, Suite 800
San Diego, CA 92101

We appreciate the opportunity to comment on the San Ysidro Community Plan Update and San Ysidro Historic Village Specific Plan Draft PEIR. If you have any questions, please contact me at (619) 699-1943 or via e-mail at susan.baldwin@sandag.org.

Sincerely,

Susan B Baldwin

SUSAN B. BALDWIN, AICP
Senior Regional Planner

SBA/KHE/kcu

Attachment: 1. Minor Edits, San Ysidro Historic Village Specific Plan Draft PEIR



B4.4 All suggested edits from Attachment 1 have been included in the Final PEIR.

B4.5 Comment noted.

B4.6 Comment noted.

**Attachment 1**
**Minor Edits, San Ysidro Historic Village Specific Plan Draft PEIR**

- Page 49, "Impact" column
  - The column reads, "The SYCPU's ROG emissions could contribute to existing violations of the State and federal ozone standards; the PM10 and PM2.5 emissions could also contribute to existing violations of their respective standards." The San Diego air basin is currently in attainment for the federal PM10 and PM2.5 standards.
- Page 91 – "Trolley" should be capitalized throughout the document
- Page 122, "Port of Entry" section
  - Please change "San Diego Association of Area Governments" to "San Diego Association of Governments"
- Page 186, "SANDAG's Regional Comprehensive Plan" section
  - The update of the 2004 Regional Comprehensive Plan was folded into the Regional Plan (combines the Regional Transportation Plan and the Regional Comprehensive Plan), which was adopted in 2015. This text should be updated to reflect that.
- Page 210, "SANDAG's Regional Comprehensive Plan" section
  - Same comment as above.
- Page 211, "SANDAG's Regional Comprehensive Plan" section
  - Same comment as above.
- Page 226, "Interstate 805" section
  - Suggest removing the word "largely" from this section
- Page 243, "Rail and Bus" section
  - Suggest changing "the downtown area" to "downtown San Diego"
- Page 250, "Impacts" section
  - "SANDAG 2035 Series 12 Traffic Forecast Model" does not include the year 2035 in the title. Suggest rephrasing to note that the information was modeled for the year 2035.
- Page 268, "Interstate 5 (I-5): SR-905 Connection to Iris Ave." section
  - "SANDAG's 2035 Revenue Constrained Regional Transportation Plan" is not the correct title for both the Regional Transportation Plan adopted in 2011 and the Regional Plan adopted in 2015. This section should state that SANDAG's Regional Plan includes the addition of two managed lanes on I-5 from SR-905 to SR-54 by the year 2035.
- Page 268, "State Route 905 (SR-905): Beyer Blvd. to Picador Blvd." section
  - Suggest referring to the Regional Plan in the first sentence of this section. Additionally, suggest editing the sentence to say "general purpose lanes" as opposed to "main lines" (e.g., two additional general purpose lanes on SR-905 from I-805 to Mexico and four additional general purpose lanes on SR-905 from I-5 to I-805).
- Page 268, "State Route 905 (SR-905): Picador Blvd. to I-805" section
  - Same comments as above.
- Page 270, "Rail and Bus" section
  - Suggest replacing "RTP" with "Regional Plan"
- Page 280, "5.3.1.3 Regulatory Framework" section
  - Effective June 3, 2016, the US Environmental Protection Agency determined that 11 areas, including the San Diego air basin, failed to attain the 2008 Ozone National

Ambient Air Quality Standards (NAAQS) by the applicable attainment date of July 20, 2015, and thus are reclassified as "Moderate" for the 2008 Ozone NAAQS.
    - Suggest adding "and is in the attainment for the federal PM10 and PM2.5 standards" to the section.
    - A 2016 version of the RAQS is under development.
    - Suggest changing "serious" to a non-attainment area classification.
- Page 282
    - While SANDAG collaborates with the APCD on the development of the SIP, APCD is the lead agency. Suggest clarifying that the modeling done in the SIP is not done by SANDAG, and that EMFAC 2014 is used to project future emissions.
- Page 294, "Impacts" section
    - Suggest clarifying which standards are state, federal, state and federal, etc.
- Page 308, "San Diego Association of Government's Regional Plan" section
    - Suggest using "Regional Plan" instead of "RP"
    - The full name of the plan is "San Diego Forward: The Regional Plan"

## San Diego County Archaeological Society, Inc.

Environmental Review Committee

7 July 2016

To: Ms. Rebecca Malone
Planning Department
City of San Diego
Suite 1200, East Tower, MS413
1010 Second Avenue
San Diego, California 92101

Subject: Draft Program Environmental Impact Report
San Ysidro Community Plan Update and Historic Village Specific Plan
Project No. 310690

Dear Ms. Malone:

I have reviewed the cultural resources aspects of the subject DPEIR on behalf of this committee of the San Diego County Archaeological Society.

B5.1

Based on the information contained in DPEIR and its Appendices G and H, our only comment is to request that the collection management plans be included in the documents made available as part of the public reviews. They are central to ensuring that any sampling does not itself constitute an adverse impact on availability of the resources to future researchers.

Detailed impact analysis and mitigation recommendations will be reviewed at the project level as the CEQA documents become available to us.

Thank you for the opportunity to offer our comments on this DPEIR.

Sincerely,

James W. Royle, Jr., Chairperson
Environmental Review Committee

cc: AECOM
SDCAS President
File

P.O. Box 81106 San Diego, CA 92138-1106 (858) 538-0935

B5.1 Comment noted.

# San Ysidro Community Plan Update
# Final Environmental Impact Report

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## Acronyms and Abbreviations

| | |
|---|---|
| AB | Assembly Bill |
| ADA | Americans with Disabilities Act |
| ADD | Assistant Deputy Director |
| ADT | Average Daily Traffic |
| AED | Automatic External Defibrillator |
| AF | acre-feet |
| AFY | acre-feet per year |
| AGE | Allied Geotechnical Engineers |
| Agency | Redevelopment Agency of the City |
| AGR | agricultural supply |
| AIA | Airport influence area |
| ALUC | Airport Land Use Commission |
| ALUCP | Airport Land Use Compatibility Plan |
| ALD | advanced life support |
| AME | Archaeological Monitoring Exhibit |
| amsl | above mean sea level |
| APCD | Air Pollution Control Distract |
| APZs | Accident Potential Zones |
| AQUA | Aquaculture |
| AQIA | Air Quality Impact Assessment |
| ARB | Air Resources Board |
| ASCE | American Society of Civil Engineers |
| ASTM International | formerly the American Society for Testing and Materials |
| | |
| Basin Plan | Water Quality Control Plan for the San Diego Basin |
| BAT | best available technology |
| BAU | business-as-usual |
| bgs | below ground surface |
| BI | Building Instructor/Building Inspector |
| BIOL | Biological Habitats of Special Significance |
| BJRR | Baja California Railroad |
| BMP | best management practice / Bicycle Master Plan |
| B.P. | Before Present |
| BTR | bus rapid transit |
| BV | Border Village |
| BVSP | Border Village Specific Plan |
| | |
| C&D | construction and demolition |
| CAA | Clean Air Act |
| CAAQS | California Ambient Air Quality Standards |
| CACW | Coastal Cactus Wren |
| CAD | Computer Aided Dispatch |
| CADNA | Computer Aided Noise Abatement |
| CAFE | Corporate Average Fuel Economy |
| CalARP | California Accidental Release Prevention Program |

| | |
|---|---|
| CalEEMod | California Emissions Estimator Model |
| CalEPA | California Environmental Protection Agency |
| CalFire | California Department of Forestry and Fire Protection |
| CALGreen | California Green Building Standards Code |
| Cal-OSHA | California Division of Occupational Safety and Health |
| CalRecycle | California Department of Resources Recycling and Recovery |
| Caltrans | California Department of Transportation |
| CAP | Climate Action Plan |
| CAPCOA | California Air Pollution Control Officers' Association |
| CARB | California Air Resources Board |
| CAFÉ | Corporate Average Fuel Economy |
| CBC | California Building Code |
| CBSC | California Buildings Standards Commission |
| CCAA | California Clean Air Act |
| CCAR | California Climate Action Registry |
| CCC | California Coastal Commission |
| CCR | California Code of Regulations |
| CDC | California Department of Conservation |
| CDFW | California Department of Fish and Wildlife |
| CDP | Construction Development Permit/California Development Permit |
| CEBA | Community and Economic Benefit Assessment |
| CEC | California Energy Commissions' |
| CERCLIS | Comprehensive Environmental Response, Compensation and Liability Information System |
| CEQA | California Environmental Quality Act |
| CERCLA | Comprehensive Environmental Response, Compensation, and Liability Act |
| CESA | California Endangered Species Act |
| Ceus | Commercial End Use Survey |
| CFC | Chlorofluorocarbons / California Fire Code |
| CFR | Code of Federal Regulations |
| CGS | California Geological Survey |
| $CH_4$ | methane |
| CHP | California Highway Patrol |
| CIP | capital improvements project |
| City | City of San Diego |
| CLUP | Comprehensive Land Use Plan |
| CLRP | Comprehensive Load Reduction Plan |
| CM | Construction Manager |
| CMP | Congestion Management Plan |
| CNDDB | California Natural Diversity Data Base |
| CNEL | Community Noise Equivalent Level |
| CNPS | California Native Plant Society |
| CO | carbon monoxide |
| $CO_2$ | carbon dioxide |
| $CO_2e$ | $CO_2$ equivalent |
| COMM | Commercial and Sport Fishing |
| CPA | Community Plan Amendment |

| | |
|---|---|
| CPU | Community Plan Update |
| CPUC | California Public Utilities Commission |
| CRC | California Residential Code |
| CRHR | California Register of Historic Resources |
| CSMP | Construction Site Monitoring Program |
| CSVR | Consultant Site Visit Record |
| CUP | Conditional Use Permit |
| CUPA | Certified Unified Program Agency |
| CWA | Clean Water Act |
| cy | cubic yards |
| | |
| dB | decibel(s) |
| dBA | A-weighted decibels |
| DEH/HMD | County Department of Environmental Health/Hazardous Materials Division |
| DIF | Development Impact Fee |
| DOE | U.S. Department of Energy |
| DPM | diesel particulate matter |
| DPR | Department of Parks and Recreation |
| DSD | Development Services Department |
| DTSC | Department of Toxic Substances Control |
| du/ac | dwelling unit per acre |
| du/nra | dwelling unit per net residential area |
| | |
| EB | eastbound |
| ECL | Exceeds Calculable Limit |
| EDR | Environmental Data Resources, Inc. |
| EIR | Environmental Impact Report |
| EMS | Emergency Medical Services |
| EMT | emergency medical technician |
| EO | Executive Order |
| EPA | Environmental Protection Agency |
| EPCA | Energy Policy and Conservation Act |
| EPIC | Energy Policy Initiative Center |
| ESA | Endangered Species Act/Environmental Site Assessment |
| ESD | Environmental Services Department |
| ESL | Environmentally Sensitive Land |
| EST | Estuarine Habitat |
| EO | Executive Order |
| EOC | Emergency Operations Center |
| EOP | County of San Diego Emergency Operations Plan |
| | |
| °F | degrees Fahrenheit |
| FAA | Federal Aviation Administration |
| FAR | floor area ratio |
| FBFM | Flood Boundary & Floodway Map |
| FEMA | Federal Emergency Management Agency |
| FESA | Federal Endangered Species Act |

| | |
|---|---|
| FHBM | Flood Hazard Boundary Map |
| FHWA | Federal Highway Administration |
| FIRM | Flood Insurance Rate Map |
| FIS | Flood Insurance Study |
| FTA | Federal Transit Administration |
| FY | Fiscal Year |
| | |
| GAPS | Grove Avenue Pump Station |
| GHG | greenhouse gas |
| GSA | U.S. General Service Administration |
| gpd | gallons per day |
| GWP | Global Warming Potential |
| | |
| $H_2S$ | hydrogen sulfide |
| HABS | Historic American Building Survey |
| HAER | Historic American Engineering Record |
| HA | Hydrologic Area |
| HCM | Highway Capacity Manual |
| HCP | Habitat Conservation Plan |
| HELIX | HELIX Environmental Planning, Inc. |
| HFC | hydrofluorocarbon |
| HMBEP | Hazardous Materials Business Emergency Plan |
| HOV | high occupancy vehicle |
| HRB | Historical Resources Board |
| HRG | Historical Resources Guidelines |
| HRR | Historical Resources Regulations |
| HRS | Hazard Ranking System |
| HU | Hydrologic Unit |
| HVAC | heating, ventilation, and air conditioning |
| | |
| I- | Interstate |
| IA | Implementing Agreement |
| IBC | international building code |
| IEM | Iowa Environmental Mesone |
| IFS | Impact Fee Study |
| IND | industrial service supply |
| IPCC | Intergovernmental Panel on Climate Change |
| ITC | Intermodal Transit Center |
| ITS | Intelligent Transportation Systems |
| IWRP | Integrated Water Resources Plan |
| | |
| kBTU | thousand British thermal units |
| kg | kilogram |
| km | kilometer |
| kWh | kilowatt hour |
| | |
| lbs/MWh | pounds per megawatt-hour |

| | |
|---|---|
| LCFS | Low Carbon Fuel Standard |
| LCP | Local Coastal Program |
| LDC | Land Development Code |
| LDM | Land Development Manual |
| $L_{DN}$ | Day-Night Sound Level 24-hour average |
| LEA | Local Enforcement Agency, City of San Diego |
| LEED® | Leadership in Energy and Environmental Design |
| $L_{EQ}$ | equivalent sound level |
| LID | low impact development |
| LPOE | Land Port-of-Entry |
| LOS | Level of Service |
| LRT | Light Rail Transit (San Diego Trolley) |
| LTRP | Long-term Energy Resource Plan |
| LUST | leaking underground storage tank |
| | |
| MAR | Marine Habitat |
| MBTA | Migratory Bird Treaty Act |
| MEP | maximum extent practicable |
| mgd | million gallons per day |
| $mg/m^3$ | milligrams per cubic meter |
| MHMP | San Diego County Multi-Jurisdictional Hazard Mitigation Plan |
| MHPA | Multiple habitat Planning Area |
| MIGR | Migration of Aquatic Organisms |
| MLD | Most Likely Descendent |
| MMC | Mitigation Monitoring Coordination |
| MMRP | Mitigation Monitoring and Reporting Program |
| MMT | million metric tons |
| MND | Mitigated Negative Declaration |
| MOE | measurement of effectiveness |
| MOU | Memorandum of Understanding |
| mpg | miles per gallon |
| mph | miles per hour |
| MPO | Metropolitan Planning Organization |
| MRZ | mineral resource zone |
| MSAT | Mobile Source Air Toxics |
| MS4s | Municipal Separate Storm Sewer Systems |
| MSCP | Multiple Species Conservation Program |
| MT | metric tons |
| MTS | Metropolitan Transit System |
| MUN | municipal and domestic water supply |
| MW | megawatt |
| MWD | The Metropolitan Water District of Southern California |
| MWh | megawatt-hour |
| | |
| $N_2O$ | nitrous oxide |
| NAAQS | National Ambient Air Quality Standards |
| NAGPRA | Native American Graves Protection and Repatriation Act |

| | |
|---|---|
| NAHC | Native American Heritage Commission |
| NAV | Navigation |
| NB | northbound |
| NEPA | National Environmental Policy Act |
| NFIP | National Flood Insurance Program |
| NFPA | National Fire Protection Association |
| NHPA | National Historic Preservation Act |
| NHTSA | National Highway Traffic Safety Administration |
| NO | nitric oxide |
| $NO_2$ | nitrogen dioxide |
| NOLF | Imperial Beach Naval Outlying Landing Field |
| NOP | Notice of Preparation |
| $NO_X$ | oxides of nitrogen |
| NPDES | National Pollutant Discharge Elimination System |
| NPL | National Priorities List |
| NRHP | National Register of Historic Places |
| NSLUs | Noise-sensitive land uses |
| NWC | National Water Commission |
| | |
| $O_3$ | ozone |
| OAL | Office of Administrative Law |
| OES | County Office of Emergency Services |
| OPR | Office of Planning and Research |
| OPSS | Otay River Pump Station |
| OSHA | Occupational Safety and Health Administration |
| | |
| Pb | lead |
| PCB | polychlorinated biphenyl |
| PDO | Planned District Ordinance |
| PDP | Planned Development Permit |
| PEIR | Program Environmental Impact Report |
| PFC | perfluorocarbons |
| PI | Principal Investigator |
| $PM_{10}$ | particulates with an aerodynamic diameter less than 10 microns |
| $PM_{2.5}$ | fine particulate matter with an aerodynamic diameter less than 2.5 microns |
| | |
| RAQS | Regional Air Quality Strategy |
| RARE | Rare, Threatened, or Endangered Species |
| RASS | Residential Appliance Saturation Survey |
| RCP | Regional Comprehensive Plan |
| RCRA | Resource Conservation and Recovery Act |
| RE | Resident Engineer |
| REC | Recognized Environmental Condition |
| REC-1 | Contact Water Recreation |
| REC-2 | Non-contact Water Recreation |
| RMP | Risk Management Plan |
| ROC | Reactive Organic Compound |

| | |
|---|---|
| ROG | Reactive Organic Gas |
| ROW | right-of-way |
| RP | Regional Plan |
| RTP | Regional Transportation Plan |
| RUWMP | Regional Urban Water Management Plan |
| RWQCB | Regional Water Quality Control Board |
| | |
| SANDAG | San Diego Association of Governments |
| SARA | Superfund Amendments and Reauthorization Act |
| SB | southbound/Senate Bill |
| SBWRP | South Bay Water Reclamation Plant |
| SCAQMD | South Coast Air Quality Management District |
| SBUSD | South Bay Union School District |
| SCS | Sustainable Communities Strategy |
| SDAB | San Diego Air Basin |
| SD&AE | San Diego Arizona Eastern Railway |
| SDAPCD | San Diego Air Pollution Control District |
| SDCAS | San Diego County Archaeological Society |
| SDG&E | San Diego Gas and Electric |
| SDFD | San Diego Fire Department |
| SDIY | San Diego and Imperial Valley Railroad |
| SDMC | San Diego Municipal Code |
| SD-OHS | San Diego Office of Homeland Security |
| SDPD | San Diego Police Department |
| sec/veh | seconds per vehicle |
| SFHA | Special Flood Hazard Area |
| SHELL | Shellfish Harvesting |
| SF | square feet |
| $SF_6$ | sulfur hexafluoride |
| SIP | State Implementation Plan |
| $SO_2$ | sulfur dioxide |
| SPWN | Spawning, Reproduction or Early Development |
| SR | State Route |
| SSD | South San Diego |
| STC | Sound Transmission Class |
| SUHSD | Sweetwater Union High School District |
| SWIS | Solid Waste Information System |
| SWPPP | Storm Water Pollution Prevention Plan |
| SWRCB | State Water Resources Control Board |
| SYCPU | San Ysidro Community Plan Update |
| SYSD | San Ysidro School District |
| SYHV | San Ysidro Historic Village |
| SYHVSP | San Ysidro Historic Village Specific Plan |
| SYPDO | San Ysidro Planned District Ordinance |
| | |
| TAC | Toxic Air Contaminant |
| TDS | total dissolved solid |

| | |
|---|---|
| TDM | Transportation Demand Management |
| TIS | Traffic Impact Study |
| TMDL | total maximum daily load |
| TPM | Tentative Parcel Map |
| TSS | total suspended solids |
| T&SWD | City of San Diego Transportation and Storm Water Department |
| UBC | former Uniform Building Code |
| UNFCC | United Nations Framework Convention on Climate Change |
| USACE | U.S. Army Corps of Engineers |
| USDOT | U.S. Department of Transportation |
| USEPA | U.S. Environmental Protection Agency |
| USFWS | U.S. Fish and Wildlife Service |
| USGS | U.S. Geological Survey |
| UST | underground storage tank |
| UWMP | Urban Water Management Plan |
| V/C | volume to capacity |
| VMT | vehicle miles traveled |
| VOC | volatile organic compound |
| WARM | Warm Freshwater Habitat |
| Water Authority | San Diego County Water Authority |
| WB | westbound |
| WDRs | waste discharge requirements |
| WILD | Wildlife Habitat |
| WMP | waste management plan |
| WQTR | Water Quality Technical Report |
| WRCC | Western Regional Climate Center |
| WSA | Water Supply Assessment |
| $\mu g/m^3$ | micrograms per cubic meter |

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# S.0 EXECUTIVE SUMMARY

## S.1 Project Synopsis

This summary provides a brief synopsis of: (1) the proposed projects which consist of the San Ysidro Community Plan Update (SYCPU) and the San Ysidro Historic Village Specific Plan (SYHVSP); (3) the results of the environmental analysis contained within this Program Environmental Impact Report (PEIR); (4) the alternatives that were considered; and (5) the major areas of controversy and issues to be resolved by decision-makers. This summary does not contain the extensive background and analysis found in the PEIR. Therefore, the reader should review the entire PEIR to fully understand the proposed SYCPU and SYHVSP, and their respective environmental consequences.

### S.1.1 Project Location and Setting

The proposed SYCPU is located within San Diego County, in the southernmost part of the City of San Diego (City) and adjacent to the international border with Mexico. The SYCPU area encompasses a total of 1,863 acres, and is generally bounded by State Route (SR-) 905 and the Otay Mesa-Nestor community on the north, the Tijuana River Valley on the west, the Otay Mesa community on the east, and the international border with Mexico on the south. The SYCPU area is urbanized and largely comprised of residential neighborhoods and commercial centers with the residential neighborhoods generally bounded by freeways and with the commercial uses closest to the international border. Major regional transportation corridors bisect the community, including Interstate 5 (I-5), I-805, and SR-905, as well as the Blue Line of the San Diego Trolley. Although within the boundaries of the SYCPU area, the San Ysidro Port of Entry (POE) facility is not within the City's jurisdiction, but under the jurisdiction of the federal government. The western portion of the proposed SYCPU area is located within the State Coastal Overlay Zone, as defined by the Coastal Act.

The SYHVSP area encompasses approximately 112 acres and is bounded by I-805 on the east, I-5 on the south, Smythe Avenue on the west, and West Foothill Road and parcels on the north side of Beyer Boulevard on the north. This area occurs within the geographic center of the SYCPU area, and is primarily comprised of older residential homes along with commercial and civic uses.

Topographically, much of the SYCPU area is moderately level; however, a sharp rise in topography occurs immediately east of I-5 in the area of the international border crossing and its border with Otay Mesa. The Tijuana River floodplain comprises most of the planning area south and west of I-5.

### S.1.2 Project Description

#### S.1.2.1 SYCPU

The SYCPU is an update to the current community plan, which was adopted in 1990. Approval of the SYCPU would establish land use designations and policies to guide future development consistent with the City's General Plan. The SYCPU is intended to implement the General Plan policies through the provision of community-specific recommendations. The concurrent rezone would rescind the current Planned District Ordinance (PDO) and update zoning regulations within the plan area. An

updated Impact Fee Study (IFS) would be adopted with the SYCPU to facilitate for implementation of the SYCPU.

The proposed SYCPU is intended to further express General Plan policies within the San Ysidro community through the provision of site-specific recommendations that implement citywide goals and policies, address community needs, and guide zoning. The SYCPU contains the following eight elements: Land Use; Mobility; Urban Design; Economic Prosperity; Public Facilities, Services & Safety; Recreation; Conservation; and Historic Preservation. Each of these elements identifies a series of goals and policies intended to guide future development within the San Ysidro community.

The Land Use Element establishes the distribution and pattern of land uses throughout the community along with associated residential densities. The Land Use Element also contains community-specific policies for the future development of residential, commercial/mixed-use, institutional, and village-designated areas within the San Ysidro community.

The Mobility Element is intended to improve mobility throughout the community through the development of a balanced multi-modal transportation network, and sets forth goals and policies relating to walkable communities, transit first, street and freeway systems, Intelligent Transportation Systems (ITS), Transportation Demand Management (TDM), bicycling, parking management, airports, and passenger and freight rail.

The Urban Design Element is intended to establish goals and policies that enhance the urban fabric of San Ysidro while retaining the historic elements that contribute to the overall character of the community. The overarching theme of the Urban Design Element is to develop a more connected San Ysidro; to foster a community that consists of a well-planned and implemented social, visual, and physical network of interaction opportunities and defined places. The Urban Design Element establishes direction for village design, neighborhoods, community gateways and linkages, streetscapes and pedestrian orientation, and other unique San Ysidro attributes.

The Economic Prosperity Element establishes goals focused on increasing opportunities for densification of residential and commercial development in selected parts of the largely built-out San Ysidro community, while protecting the existing strong neighborhoods through enhancement of neighborhood villages.

The Public Facilities, Services, and Safety Element identifies existing facilities and services, and addresses the capacity and needs for future services. It also contains policies related to fire-rescue, police, storm water, water and sewer infrastructure, waste management, libraries, schools, public utilities, and health and safety.

The Recreation Element is intended to assure that the recreational needs of the community are met. It establishes goals and policies for population-based parks, resource-based parks, recreation facilities, and open space within the community, as well as goals to promote accessibility to recreation facilities.

The Conservation Element contains policies on how to meet the City's sustainable development goals in areas that have been identified as suitable for development. Water is identified as a critical issue, as well as the need for urban runoff management techniques. The Conservation Element is

responsive to state legislation calling for greenhouse gas emission reductions and also addresses open space and habitat protection.

The Historic Preservation Element contains specific recommendations to address the history and cultural resources, unique to San Ysidro, in order to encourage protection and appreciation of these resources.

In addition to City Council adoption of the SYCPU, the project includes the following discretionary actions: amendments to the General Plan to incorporate the updated community plan; creation of a Local Coastal Program; provision of site-specific policies; amendments to the Land Development Code for adoption of a rezone; rescission of the San Ysidro PDO; and comprehensive updates to the existing Public Facilities Financing Plan resulting in a new IFS for the plan area. The actions together with the proposed SYCPU form the Project for this PEIR.

#### S.1.2.2 SYHVSP

The SYHVSP is a comprehensive planning document that will implement the vision for the SYCPU for this Specific Plan Area. The overall goal of the Specific Plan is to create an attractive, intensified urban environment with a mix of land uses surrounding the Beyer Trolley Station and along San Ysidro Boulevard, while preserving the low-scale single- and multi-family character of the residential areas.

**a. Land Use**

The Specific Plan Area contains the following five land use designations: Low-Medium Density Residential, Medium Density Residential, Community Commercial (Residential Permitted), Institutional, and Park. The Specific Plan Area is comprised of three individual districts: San Ysidro Boulevard District, Beyer Boulevard Trolley District, and Neighborhood District. The San Ysidro Boulevard District is intended to transition the area into a mixed-use shopping destination and foster a "Main Street" atmosphere. The Beyer Boulevard Trolley District is envisioned as a transportation hub for residents. The Neighborhood Village District is envisioned as the primary residential area.

**b. Mobility**

The Specific Plan sets forth a number of polices and guidelines to promote mobility including (1) install new, and widen existing, sidewalks, (2) improve lighting and landscaping along sidewalks, (3) improve street crossings, and (4) incorporate bikeway facilities on select roadways.

**c. Urban Design**

The Specific Plan identifies policies intended to enhance public spaces, including parks, public plazas, and roadways. The Specific Plan encourages the creation of pocket parks and neighborhood plazas. Enhanced streetscape is encouraged including benches, bicycle parking, and improved landscaping and better lighting. Bioswales and pervious pavement are encouraged to reduce stormwater runoff and pollutants. Signage improvements are recommended to increase transit usage, and facilitate movement within the community. Lastly, the inclusion of public art is encouraged.

**d. Infrastructure and Public Facilities**

The Specific Plan establishes policies and describes improvements necessary for the upgrading and expansion of public facilities, including water, wastewater, solid waste, stormwater, natural gas, police and fire protection, schools, libraries, parks, and other public services within the Specific Plan Area. Water conservation measures are identified to help assure a reliable water supply. Stormwater facilities are encouraged to convey runoff through the Specific Plan Area, and reduce water pollution. Adequate staffing and equipment are identified as important to assuring adequate police and fire protection. A new location for the community library in the Specific Plan Area is proposed. Mini and pocket park locations are identified in the Specific Plan area to enhance recreational opportunities within the Specific Plan Area as well as the overall Community Plan Area.

In addition to adoption of the Specific Plan, the City Council must also approve the SYCPU, amend the City's General Plan and Municipal Code, approve the proposed rezone; rescind the San Ysidro PDO; and IFS. The PEIR must also be certified.

## S.1.3 Project Objectives

The following specific objectives for the SYCPU support the underlying purpose of the project, assist the City as Lead Agency in developing a reasonable range of alternatives to evaluate in this PEIR, and will ultimately aid the City in preparing findings and overriding considerations, if necessary.

- Establish an attractive international border destination for residents, businesses, and visitors.
- Enhance and leverage bicultural and historic traditions and diversity.
- Provide a plan with a mix of land uses that serves residents, generates prosperity, and capitalizes on visitor traffic.
- Increase mobility for pedestrians, cyclists, transit, and automobiles through a border intermodal center, new linkages at key points, and a strong pedestrian focus.
- Identify locations for urban parks, plazas, promenades, and venues that support a variety of events and gatherings.
- Expand park and recreation opportunities, including trail options at Dairy Mart Ponds, and joint use opportunities, promoting a healthy, active community.
- Incorporate sustainability practices, policies, and design features that reduce greenhouse gas emissions, address environmental justice, and contribute to a strong economy.
- Provide a lively, pedestrian-friendly, healthy environment where kids can walk safely to school.
- Facilitate the development of the San Ysidro Historic Village.
- Craft a clear and practical implementation strategy.

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

Table S-1 (*Summary of Significant Impacts and Mitigation for the Proposed SYCPU)*, located at the end of this Executive Summary, summarizes the results of the environmental analysis completed for the proposed SYCPU and SYHVSP. Table S-1 also includes mitigation measures to reduce and/or avoid the environmental effects, with a conclusion as to whether the impact would be mitigated to below a level of significance with full implementation of the mitigation measures. The mitigation measures listed in Table S-1 are also discussed within each relevant topical area, and fully contained in Chapter11.0, *Mitigation Monitoring and Reporting Program* (MMRP).

# S.3 Areas of Controversy

The Notice of Preparation (NOP) was distributed on November 4, 2015 for a 30-day public review and comment period, and a public scoping meeting was held on November 18, 2015. Public comments were received on the NOP, and comments from the scoping meeting reflect controversy related to several environmental issues. The NOP, comment letters, and public scoping meeting transcript are included in this PEIR as Appendix A.

A total of seven letters were received during the NOP period. Letters were received from the following State agencies: California Department of Fish and Wildlife (CDFW) and the California Department of Transportation (Caltrans). The Viejas and the Rincon Band of Indians provided comment letters. The following citizen groups commented: Climate Action Campaign and the San Diego County Archaeological Society (SDCAS). Comments were also received from the following member of the public: V. Colemao.

The CDFW California requested that the PEIR evaluated the proposed SYCPU with the City's Multiple Species Conservation Program (MSCP) and associated Implementing Agreement (IA). Resources not covered by the MSCP (e.g., wetlands) should also be addressed. CDFW suggested that past off-road activity on vacant parcels owned by the City within the SYCPU area be addressed.

Caltrans requested that the PEIR evaluate the ability of the SYCPU to promote transit use and other alternatives to the automobile (e.g., biking and walking).

The Climate Action Campaign requested that the PEIR evaluate the ability of the proposed SYCPU to meet the goals and policies of the City's Climate Action Plan (CAP) as well as State legislation and policies focused on reducing climate change. The group suggested that the PEIR evaluate traffic based on vehicle miles travelled rather than level of service.

The Viejas Band indicated that significant cultural resources with ties to their tribe are expected to occur in the SYCPU area and should be evaluated. The Rincon Band concluded that the project area was not within its aboriginal territory.

The SDCAS acknowledged the fact that the PEIR would address cultural resources.

V. Colemao expressed the opinion that the SYCPU area that there was already too much development within the community.

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

The issues to be resolved by the decision-making body (in this case the City Council) are those of if and how to mitigate the direct significant impacts created by the implementation of the proposed SYCPU and/or SYHVSP. The City Council must decide if identified significant unmitigable impacts can be reduced, and if the significant impacts associated with the following environmental issues have been fully mitigated below a level of significance:

- Land Use
- Transportation/Circulation
- Air Quality
- Greenhouse Gas Emissions
- Noise
- Biological Resources
- Historical Resources
- Visual Effects and Neighborhood Character
- Human Health/Public Safety/Hazardous Materials
- Hydrology, Water Quality, and Drainage
- Population and Housing
- Public Services
- Public Utilities
- Energy Conservation
- Geology and Soils
- Paleontological Resources

The City Council must also decide if the project conforms to land use policies, such as those in the General Plan, and if deviations from these policies are justified and acceptable. Lastly, the City Council must review the alternatives analyzed within the PEIR to determine whether the proposed project or an alternative might meet the key objectives of the project while reducing its environmental impact.

# S.5 Project Alternatives

Section 15126.6 of the California Environmental Quality Act (CEQA) Guidelines requires the discussion of "a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project" and the evaluation of the comparative merits of the alternatives. The alternatives discussion is intended to "focus on alternatives to the project or its location, which are capable of avoiding or substantially lessening any significant effects of the project," even if these alternatives would impede to some degree the attainment of the project objectives.

In addition to the proposed SYCPU, the PEIR in Chapter10.0, Alternatives, addresses the following four alternatives per the above noted CEQA requirements: the No Project Alternative (Adopted Community Plan) the Lower-Density Alternative; the Higher-Density Alternative; and the No Calle Primera Extension Alternative. These alternatives are summarized below, and evaluated in full in Chapter 10.0 of this document. A summary comparison of the impacts associated with the proposed SYCPU with the project alternatives is included in Table S-2.

## S.5.1 No Project Alternative (Adopted Community Plan)

The No Project Alternative consists of continued implementation of the adopted 1990 San Ysidro Community Plan, including associated amendments to the plan, consistent with the provisions outlined in CEQA Guidelines Section 15126.6(e)(3)(A). The No Project Alternative would entail adherence to existing land use plans, which in this case would include the existing San Ysidro Community Plan and LCP, as well as the San Ysidro Planned District Ordinance (SYPDO). The adopted Community Plan would result in 1,762 fewer residential units than the proposed SYCPU, and would eliminate virtually all of the mixed-use commercial/residential areas included in the SYCPU. As a result, the No Project Alternative would not provide mixed-use areas in proximity to transportation corridors, or develop an expanded multi-modal transportation network that emphasizes increased pedestrian, bicycle and transit opportunities. Without this multi-modal emphasis, the No Project Alternative would actually generate more traffic at buildout than the proposed SYCPU. As a result of the increased traffic, the No Project Alternative would result in greater air quality and noise impacts in comparison with the SYCPU. The No Project Alternative would not meet all of the proposed project objectives and would not accomplish the smart growth or City of Villages principles to the same degree as the proposed SYCPU. The No Project Alternative would result in significant and unavoidable air quality impacts (TACs and cumulative air emissions), historical resources, and cumulative transportation/circulation impacts (similar to the SYCPU), and would result in new cumulative significant and unavoidable impacts by not promoting the use of alternative transportation.

## S.5.2 Lower-Density Alternative

The Lower-Density Alternative would focus on reducing traffic and related impacts associated with air quality and traffic noise, by reducing the number of residential units and amount of commercial space. As a result, this alternative would eliminate the SYCPU emphasis on increasing mixed-use residential/commercial areas and related transit opportunities, and would not include designated specific plan areas. While the Lower-Density Alternative would meet most of the basic project objectives and reduce impacts to several air quality, noise and traffic issues compared to the SYCPU, it would also result in a new cumulatively significant and unavoidable impact by not promoting the use of alternative transportation.

## S.5.3 Higher-Density Alternative

The Higher-Density Alternative is intended to maximize opportunities for residential, commercial, and related development, while incorporating the principles of mixed-use development, smart growth and the City of Villages Strategy (similar to the SYCPU). This alternative would increase residential units by 5,830 dwelling units, and commercial/industrial development by 5.9 million square feet compared to the SYCPU, and would include designated specific plan areas with mixed-use development near to existing/proposed transit facilities (similar to the SYCPU). While the Higher-Density Alternative would meet all of the basic project objectives, it would not reduce any of the significant impacts identified for the SYCPU, and would result in greater impacts for several air quality, noise and traffic issues.

## S.5.4 No Calle Primera Road Extension Alternative

The No Calle Primera Extension Alternative would include identical proposed land use designation/zoning changes, related policies, and other associated project elements as the proposed SYCPU, except that the extension of Calle Primera outlined under the SYCPU would not be implemented. This alternative would also represent a departure from the Adopted Community Plan, which calls for the future extension of Calle Primera to Camino de la Plaza. The No Calle Primera Extension Alternative would meet the basic project objectives and reduce impacts to several issues related to biological resources, historical resources, noise, and paleontological issues compared to the SYCPU. Specifically, this alternative would eliminate impacts to MHPA wetlands and associated direct/indirect effects to sensitive species (including the endangered least Bell's vireo).

## S.5.5 Environmentally Superior Alternative

Section 15126.6(e)(2) of the CEQA Guidelines requires an EIR to identify the environmentally superior alternative. For the SYCPU, the No Project Alternative is identified as the environmentally superior alternative, based on the fact that associated overall development would be less than any of the other alternatives. The CEQA Guidelines also note, however, that if the No Project Alternative is the environmentally superior alternative, the EIR must identify an environmentally superior alternative from the other alternatives. Accordingly, the No Calle Primera Road Extension Alternative is identified as the environmentally superior alternative because it would reduce the proposed SYCPU's impacts to biological resources (including avoidance of MHPA wetlands and related direct and indirect effects to sensitive species).

**TABLE S-1**
**SUMMARY OF SIGNIFICANT IMPACTS AND MITIGATION FOR THE PROPOSED SAN YSIDRO COMMUNITY PLAN UPDATE**

| Environmental Issue Area | Impact | Mitigation | Significance After Mitigation |
|---|---|---|---|
| **TRANSPORTATION/CIRCULATION** | | | |
| **Traffic Circulation:** Would traffic associated with the proposed SYCPU or SYHVSP cause any intersections, roads, or freeway segments to exceed the City's significance thresholds? | | | |
| **San Ysidro Community Plan Update** | | | |
| **Roadway Segments** | | | |
| Included in the IFS | Beyer Blvd: Cottonwood Road to West Park Avenue | **TRF-1** Widen the roadway to a 4-lane major arterial and install a raised median. | Cumulatively significant and unavoidable[1] |
| | Beyer Blvd : West Park Avenue to East Beyer Blvd | **TRF-2** Widen the roadway to a 4-lane major arterial and install a raised median. | Cumulatively significant and unavoidable[1] |
| | Smythe Avenue : SR-905 Eastbound Ramp to Beyer Blvd | **TRF-3** Restripe the roadway to a 4-lane collector with a continuous two–way, left-turn lane. | Cumulatively significant and unavoidable[1] |
| | Smythe Avenue : South Vista Avenue to Sunset Lane | **TRF-4** Restripe the roadway to a 2-lane collector with a continuous two-way, left-turn lane. | Cumulatively significant and unavoidable[1] |
| | Dairy Mart Road: West San Ysidro Blvd to I-5 Southbound (SB) Ramps | **TRF-5** Widen the roadway to a 4-lane collector. | Cumulatively significant and unavoidable[1] |
| | Dairy Mart Road: I-5 SB Ramps to Servando Avenue | **TRF-6** Widen the roadway to a 4-lane collector. | Cumulatively significant and unavoidable[1] |
| | Dairy Mart Road: Servando Avenue to Camino de la Plaza | **TRF-40** Construct a raised median. | Cumulatively significant and unavoidable[1] |
| | East San Ysidro Blvd: Border Village Road (east) to East Beyer Blvd/ Camino de la Plaza | **TRF-7** Widen the roadway to a 5-lane major arterial and install a raised median. | Cumulatively significant and unavoidable[1] |

**TABLE S-1**
**SUMMARY OF SIGNIFICANT IMPACTS AND MITIGATION FOR THE PROPOSED SAN YSIDRO COMMUNITY PLAN UPDATE**
**(continued)**

| Environmental Issue Area | Impact | Mitigation | Significance After Mitigation |
|---|---|---|---|
| **TRANSPORTATION/CIRCULATION (cont.)** | | | |
| **San Ysidro Community Plan Update (cont.)** | | | |
| **Roadway Segments (cont.)** | | | |
| Included in the IFS (cont.) | East San Ysidro Blvd: East Beyer Blvd/Camino de la Plaza to Rail Ct. | **TRF-8** Widen the roadway to a 4-lane major arterial and install a raised median. | Cumulatively significant and unavoidable[1] |
| | Via de San Ysidro : West San Ysidro Blvd to I-5 NB Ramps | **TRF-9** Restripe the roadway to a 4-lane collector with a continuous two-way, left-turn lane. | Cumulatively significant and unavoidable[1] |
| | ~~Calle Primera: West of Rancho del Rio Estates~~ | ~~**TRF-10** Widen the roadway to a 3-lane collector.~~ | ~~Cumulatively significant and unavoidable~~[1] |
| | Calle Primera: Rancho del Rio Estates to Via de San Ysidro | **TRF-11** Widen the roadway to a 3-lane collector. | Cumulatively significant and unavoidable[1] |
| | Camino de la Plaza: I-5 SB Ramp to East San Ysidro Blvd | **TRF-12** Widen the roadway to a 4-lane major arterial and install a raised median. | Cumulatively significant and unavoidable[1] |
| **Intersections** | | | |
| Included in the IFS | Beyer Blvd and Iris Avenue/ SR-905 WB Ramps | **TRF-13** Realign west leg of intersection to the north accommodate an exclusive EB left-turn lane. | Cumulatively significant and unavoidable[1] |
| | Beyer Blvd and Dairy Mart Road/ SR-905 EB Ramps | **TRF-14** Restripe WB right-turn lane into a WB through/right-turn lane. | Cumulatively significant and unavoidable[1] |
| | Smythe Crossing and Beyer Blvd | **TRF-15** Install traffic signal. (High Priority capital improvement project [CIP]) | Cumulatively significant and unavoidable[1] |
| | Beyer Blvd and Smythe Avenue | **TRF-16** Install an exclusive WB right-turn lane, a SB left-turn lane and WB right-turn overlap phase. | Cumulatively significant and unavoidable[1] |
| | W. Park Avenue/Alaquinas Drive and Beyer Blvd | **TRF-17** Install an additional SB left-turn lane and an exclusive NB right-turn lane. | Cumulatively significant and unavoidable[1] |
| | Dairy Mart Road and South Vista Lane | **TRF-18** Install traffic signal. | Cumulatively significant and unavoidable[1] |

**TABLE S-1**
**SUMMARY OF SIGNIFICANT IMPACTS AND MITIGATION FOR THE PROPOSED SAN YSIDRO COMMUNITY PLAN UPDATE**
**(continued)**

| Environmental Issue Area | Impact | Mitigation | Significance After Mitigation |
|---|---|---|---|
| **TRANSPORTATION/CIRCULATION (cont.)** | | | |
| **San Ysidro Community Plan Update (cont.)** | | | |
| **Intersections (cont.)** | | | |
| Included in the IFS (cont.) | Smythe Avenue and Sunset Lane | **TRF-19** Remove segment of Sunset Lane between South Vista Avenue and Smythe Avenue and close intersection of Sunset and Vista Lane. | Cumulatively significant and unavoidable[1] |
| | West San Ysidro Blvd and Howard Avenue | **TRF-20** Install single lane roundabout. | Cumulatively significant and unavoidable[1] |
| | West San Ysidro Blvd and Averil Road | **TRF-21** Install single lane roundabout or signalize. (High Priority CIP) | Cumulatively significant and unavoidable[1] |
| | East San Ysidro Blvd and I-805 NB Ramps | **TRF-22** Install an additional WB right-turn lane. | Cumulatively significant and unavoidable[1] |
| | Border Village (south) and E. San Ysidro Blvd | **TRF-23** Install a free NB right-turn lane. | Cumulatively significant and unavoidable[1] |
| | I-5 NB Ramp and E. San Ysidro Blvd | **TRF-24** Install a new on-ramp to the I-805 freeway. | Cumulatively significant and unavoidable[1] |
| | Via de San Ysidro and I-5 NB Ramps | **TRF-25** Install traffic signal. | Cumulatively significant and unavoidable[1] |
| | Via de San Ysidro and I-5 SB Ramp/Calle Primera | **TRF-26** Relocate existing I-5 SB off-ramp west of Via de San Ysidro. Install roundabouts. (High Priority CIP) | Cumulatively significant and unavoidable[1] |
| | Calle Primera/Willow Road and Via de San Ysidro | **TRF-27** Relocate existing I-5 SB off-ramp west of Via de San Ysidro. Install roundabouts. (High Priority CIP) | Cumulatively significant and unavoidable[1] |
| | Dairy Mart Road and I-5 SB Ramps | **TRF-28** Install an additional EB left-turn lane. | Cumulatively significant and unavoidable[1] |
| | Dairy Mart Road and Servando Avenue | **TRF-29** Install traffic signal. | Cumulatively significant and unavoidable[1] |

**TABLE S-1**
**SUMMARY OF SIGNIFICANT IMPACTS AND MITIGATION FOR THE PROPOSED SAN YSIDRO COMMUNITY PLAN UPDATE**
**(continued)**

| Environmental Issue Area | Impact | Mitigation | Significance After Mitigation |
|---|---|---|---|
| **TRANSPORTATION/CIRCULATION (cont.)** | | | |
| **San Ysidro Community Plan Update (cont.)** | | | |
| **Intersections (cont.)** | | | |
| Included in the IFS (cont.) | Dairy Mart Road and Camino de la Plaza | **TRF-30** Install traffic signal. | Cumulatively significant and unavoidable[1] |
| | Willow Road and Camino de la Plaza | **TRF-31** Provide an exclusive WB right-turn lane and add split signal timing phasing for NB and SB movements. | Cumulatively significant and unavoidable[1] |
| | Camino de la Plaza and I-5 SB ramps | **TRF-32** Provide additional lanes for the southbound ramps | Cumulatively significant and unavoidable[1] |
| | East San Ysidro Blvd and Center Street | **TRF-33** Relocate I-805 SB off-ramp to align with Center Street. | Cumulatively significant and unavoidable[1] |
| | Vista Lane and Smythe Crossing | **TRF-34** Install traffic signal. | Cumulatively significant and unavoidable[1] |
| | Camino de la Plaza and Virginia Avenue | **TRF-35** Install traffic signal and provide a second WB left-turn lane. | Cumulatively significant and unavoidable[1] |
| **Roadway Segments** | | | |
| Not included in the IFS | ~~Beyer Boulevard: Dairy Mart Road to Del Sur Boulevard~~ | ~~**TRF-36** Restripe the roadway to a 4-lane collector with a continuous two-way, left-turn lane.~~ | ~~Cumulatively significant and unavoidable[1]~~ |
| | ~~Otay Mesa Road: North of Beyer Boulevard~~ | ~~**TRF-37** Restripe the roadway to a 2-lane collector with a continuous two-way, left-turn lane.~~ | ~~Cumulatively significant and unavoidable[1]~~ |
| | ~~East Beyer Boulevard: Beyer Boulevard to Center Street~~ | ~~**TRF-38** Widen the roadway to a 4-lane collector with no continuous two-way, left-turn lane.~~ | ~~Cumulatively significant and unavoidable[1]~~ |
| | ~~East Beyer Boulevard: Center Street to East San Ysidro Boulevard~~ | ~~**TRF-39** Restripe the roadway to a 2-lane collector with a continuous two-way, left-turn lane.~~ | ~~Cumulatively significant and unavoidable[1]~~ |
| | ~~Dairy Mart Road: Servando Avenue to Camino de la Plaza~~ | ~~**TRF-40** Construct a raised median.~~ | ~~Cumulatively significant and unavoidable[1]~~ |

**TABLE S-1**
**SUMMARY OF SIGNIFICANT IMPACTS AND MITIGATION FOR THE PROPOSED SAN YSIDRO COMMUNITY PLAN UPDATE**
**(continued)**

| Environmental Issue Area | Impact | Mitigation | Significance After Mitigation |
|---|---|---|---|
| **TRANSPORTATION/CIRCULATION (cont.)** | | | |
| **San Ysidro Community Plan Update (cont.)** | | | |
| **Roadway Segments (cont.)** | | | |
| Not included in the IFS (cont.) | ~~West San Ysidro Boulevard from Howard Avenue to Dairy Mart Road~~ | ~~**TRF-41** Widen the roadway to a 3-lane collector.~~ | ~~Cumulatively significant and unavoidable~~[1] |
| | ~~West San Ysidro Boulevard: Sunset Lane to Averil Road~~ | ~~**TRF-42** Widen the roadway to a 4-lane collector.~~ | ~~Cumulatively significant and unavoidable~~[1] |
| | ~~West San Ysidro Boulevard: Cottonwood Road to Via de San Ysidro~~ | ~~**TRF-43** Widen the roadway to a 4-lane collector.~~ | ~~Cumulatively significant and unavoidable~~[1] |
| | ~~East San Ysidro Boulevard: I-805 northbound (NB) ramps to Border Village Road (west)~~ | ~~**TRF-44** Widen the roadway to a 5-lane major arterial and install a raised median.~~ | ~~Cumulatively significant and unavoidable~~[1] |
| | ~~East San Ysidro Boulevard: Border Village Road (west) to Border Village Road (east)~~ | ~~**TRF-45** Widen the roadway to a 4-lane major arterial and install a raised median.~~ | ~~Cumulatively significant and unavoidable~~[1] |
| | ~~Border Village Road from San Ysidro Boulevard to San Ysidro Boulevard~~ | ~~**TRF-46** Restripe the roadway to a 2-lane collector with a continuous two-way left-turn lane.~~ | ~~Cumulatively significant and unavoidable~~[1] |
| | ~~Via de San Ysidro from I-5 NB Ramps to Calle Primera~~ | ~~**TRF-47** Widen the roadway to a 4-lane major arterial and install a raised median.~~ | ~~Cumulatively significant and unavoidable~~[1] |
| | Calle Primera from Via de San Ysidro to Willow Road | **TRF-48** Widen the roadway to a 4-lane collector. | Cumulatively significant and unavoidable[1] |
| | ~~Willow Road from Calle Primera to Camino de la Plaza~~ | ~~**TRF-49** Widen the roadway to a 4-lane collector.~~ | ~~Cumulatively significant and unavoidable~~[1] |
| | ~~Vista Lane from Dairy Mart Road to Averil Road~~ | ~~**TRF-50** Restripe the roadway to a 2-lane collector with a continuous two-way left-turn lane.~~ | ~~Cumulatively significant and unavoidable~~[1] |

**TABLE S-1**
**SUMMARY OF SIGNIFICANT IMPACTS AND MITIGATION FOR THE PROPOSED SAN YSIDRO COMMUNITY PLAN UPDATE**
**(continued)**

| Environmental Issue Area | Impact | Mitigation | Significance After Mitigation |
|---|---|---|---|
| **TRANSPORTATION/CIRCULATION (cont.)** | | | |
| **San Ysidro Community Plan Update (cont.)** | | | |
| **Roadway Segments (cont.)** | | | |
| Not included in the IFS (cont.) | ~~Cottonwood Road from Sunset Lane to West San Ysidro Boulevard~~ | ~~**TRF-51** Restripe the roadway to a 2-lane collector with a continuous two-way, left-turn lane.~~ | ~~Cumulatively significant and unavoidable~~[1] |
| | ~~West Park Avenue from Beyer Boulevard to Seaward Avenue~~ | ~~**TRF-52** Widen the roadway to a 3-lane collector.~~ | ~~Cumulatively significant and unavoidable~~[1] |
| | ~~West Park Avenue from Seaward Avenue to West San Ysidro Boulevard~~ | ~~**TRF-53** Widen the roadway to a 2-lane collector.~~ | ~~Cumulatively significant and unavoidable~~[1] |
| | ~~East Park Avenue from Seaward Avenue to West San Ysidro Boulevard~~ | ~~**TRF- 54** Widen the roadway to a 2-lane collector.~~ | ~~Cumulatively significant and unavoidable~~[1] |
| **Freeway Segments** | | | |
| | I-5: SR-905 to Iris Avenue | Mitigation was determined to be beyond the full control of the City. | Cumulatively significant and unavoidable[1] |
| | SR-905: Beyer Boulevard to Picador Boulevard | Mitigation was determined to be beyond the full control of the City. | Cumulatively significant and unavoidable[1] |
| | SR-905: Picador Boulevard to I-805 | Mitigation was determined to be beyond the full control of the City. | Cumulatively significant and unavoidable[1] |
| **San Ysidro Historic Village Specific Plan** | | | |
| **Roadway Segments** | | | |
| Not included in the IFS (cont.) | ~~West San Ysidro Boulevard: Sunset Lane to Averil Road~~ | ~~**TRF-42** Widen the roadway to a 4-lane collector.~~ | ~~Cumulatively significant and unavoidable~~[1] |
| | ~~West Park Avenue from Beyer Boulevard to Seaward Avenue~~ | ~~**TRF-52** Widen the roadway to a 3-lane collector.~~ | ~~Cumulatively significant and unavoidable~~[1] |
| | ~~West Park Avenue from Seaward Avenue to West San Ysidro Blvd~~ | ~~**TRF-53** Widen the roadway to a 2-lane collector.~~ | ~~Cumulatively significant and unavoidable~~[1] |
| | ~~East Park Avenue f om Seaward Avenue to West San Ysidro Blvd~~ | ~~**TRF-54** Widen the roadway to a 2-lane collector.~~ | ~~Cumulatively significant and unavoidable~~[1] |

**TABLE S-1**
**SUMMARY OF SIGNIFICANT IMPACTS AND MITIGATION FOR THE PROPOSED SAN YSIDRO COMMUNITY PLAN UPDATE**
**(continued)**

| Environmental Issue Area | Impact | Mitigation | Significance After Mitigation |
|---|---|---|---|
| **TRANSPORTATION/CIRCULATION (cont.)** | | | |
| **San Ysidro Historic Village Specific Plan** | | | |
| **Intersections** | | | |
| Not included in the IFS (cont.) | Smythe Crossings and Beyer Boulevard | **TRF-15** Install traffic signal. | Cumulatively significant and unavoidable[1] |
| | Beyer Boulevard and Smythe Avenue | **TRF-16** Install an exclusive WB right-turn lane, a SB left-turn lane and WB right-turn overlap phase. | Cumulatively significant and unavoidable[1] |
| | West Park Avenue/ Alaquinas Drive and Beyer Boulevard | **TRF-17** Install an additional SB left-turn lane and an exclusive NB right-turn lane. | Cumulatively significant and unavoidable[1] |
| | Smythe Avenue & Sunset Lane | **TRF-19** Remove segment of Sunset Lane between South Vista Avenue and Smythe Avenue and close intersection of Sunset and Vista Lane. | Cumulatively significant and unavoidable[1] |
| | Vista Lane and Smythe Crossing | **TRF-34** Install traffic signal. | Cumulatively significant and unavoidable[1] |
| | ~~East Beyer Blvd/Otay Mesa Road and Beyer Boulevard~~ | ~~**TRF-55** Install 4-lane major arterial with exclusive left- and right-turn lanes on east leg of the intersection.~~ | ~~Cumulatively significant and unavoidable[1]~~ |
| | ~~Border Village Road (north) and East San Ysidro Blvd~~ | ~~**TRF-56** Reconfigure East San Ysidro Blvd Boulevard and Border Village Road as a one-way couplet.~~ | ~~Cumulatively significant and unavoidable[1]~~ |

**TABLE S-1**
**SUMMARY OF SIGNIFICANT IMPACTS AND MITIGATION FOR THE PROPOSED SAN YSIDRO COMMUNITY PLAN UPDATE**
**(continued)**

| Environmental Issue Area | Impact | Mitigation | Significance After Mitigation |
|---|---|---|---|
| **AIR QUALITY** | | | |
| **Conformance to Federal and State Ambient Air Quality Standards:** Would the proposed SYCPU or SYHVSP result in emissions that would violate any air quality standard or contribute substantially to an existing or projected air quality violation? | | | |
| **San Ysidro Community Plan Update** | | | |
| | New development within the SYCPU would result in construction and operational emissions that could create emission levels that would exceed State and federal air quality standards. | **AQ-1** To identify potential impacts resulting from construction activities, proposed development projects that are subject to CEQA shall have construction-related air quality impacts analyzed using the latest available CalEEMod model, or other analytical method determined in conjunction with the City. The results of the construction-related air quality impacts analysis shall be included in the development project's CEQA documentation. If such analyses identify potentially significant regional or local air quality impacts based on the emissions thresholds presented in Table 5.3-4, the City shall require the incorporation of appropriate mitigation to reduce such impacts. Examples of potential mitigation measures are provided in mitigation measure AQ-2, below. | Significant and unavoidable[1] |
| | | **AQ-2** For future development that would exceed daily emissions thresholds established by the City of San Diego, best available control measures/technology shall be incorporated to reduce construction emissions to the extent feasible. Best available control measures/ technology includes: | |

**TABLE S-1**
**SUMMARY OF SIGNIFICANT IMPACTS AND MITIGATION FOR THE PROPOSED SAN YSIDRO COMMUNITY PLAN UPDATE**
**(continued)**

| Environmental Issue Area | Impact | Mitigation | Significance After Mitigation |
|---|---|---|---|
| **AIR QUALITY (cont.)** | | | |
| **San Ysidro Community Plan Update (cont.)** | | | |
| | | a) Minimizing simultaneous operation of multiple pieces of construction equipment;<br>b) Use of more efficient, or low pollutant emitting equipment, e.g., Tier III or Tier IV rated equipment;<br>c) Use of alternative fueled construction equipment;<br>d) Dust control measures for construction sites to minimize fugitive dust, e.g., watering, soil stabilizers, and speed limits; and/or<br>e) Minimizing idling time by construction vehicles. | |
| | | **AQ-3** Each individual implementing development project shall submit a traffic control plan prior to the issuance of a grading permit. The traffic control plan shall describe in detail safe detours and provide temporary traffic control during construction activities for that project. To reduce traffic congestion, the plan shall include, as necessary, appropriate, and practicable, the following: temporary traffic controls such as a flag person during all phases of construction to maintain smooth traffic flow, dedicated turn lanes for movement of construction trucks and equipment on and off site, scheduling of construction activities that affect traffic flow on the arterial system to off-peak hour, consolidating truck deliveries, rerouting of | |

**TABLE S-1**
**SUMMARY OF SIGNIFICANT IMPACTS AND MITIGATION FOR THE PROPOSED SAN YSIDRO COMMUNITY PLAN UPDATE**
**(continued)**

| Environmental Issue Area | Impact | Mitigation | Significance After Mitigation |
|---|---|---|---|
| | | **AIR QUALITY (cont.)** | |
| **San Ysidro Community Plan Update (cont.)** | | | |
| | | construction trucks away from congested streets or sensitive receptors, and/or signal synchronization to improve traffic flow. | |
| | | **AQ-4** To identify potential impacts resulting from operational activities associated with future development, proposed development that are subject to CEQA shall have long-term operational-related air quality impacts analyzed using the latest available CalEEMod model, or other analytical method determined in conjunction with the City. The results of the operational-related air quality impacts analysis shall be included in the development project's CEQA documentation. To address potential localized impacts, the air quality analysis shall incorporate a CO hot spot analysis, or other appropriate analyses, as determined by the City. If such analyses identify potentially significant regional or local air quality impacts based on the thresholds presented in Table 5.3-2 or Table 5.3-4, the City shall require the incorporation of appropriate mitigation to reduce such impacts. Examples of potential measures include the following: | |

**TABLE S-1**
**SUMMARY OF SIGNIFICANT IMPACTS AND MITIGATION FOR THE PROPOSED SAN YSIDRO COMMUNITY PLAN UPDATE**
**(continued)**

| Environmental Issue Area | Impact | Mitigation | Significance After Mitigation |
|---|---|---|---|
| **AIR QUALITY (cont.)** | | | |
| **San Ysidro Community Plan Update (cont.)** | | | |
| | | • Installation of electric vehicle charging stations;<br>• Improve walkability design and pedestrian network; and<br>• Increase transit accessibility and frequency by incorporating Bus Rapid Transit ~~lines with permanent operational funding stream~~routes included in the SANDAG Regional Plan.<br>• Limit parking supply and unbundle parking costs. Lower parking supply below ITE rates and separate parking costs from property costs. | |
| | | **AQ-5** In order to reduce energy consumption from future development, applications (e.g., electrical plans, improvement maps) submitted to the City shall include the installation of energy-efficient street lighting throughout the project site where street lighting is proposed. | |
| **San Ysidro Historic Village Specific Plan** | | | |
| | New development within the SYHVSP would result in construction and operational emissions that could create emission levels that would exceed State and federal air quality standards. | See **AQ-1 through AQ-5**. | Significant and unavoidable[1] |

**TABLE S-1**
**SUMMARY OF SIGNIFICANT IMPACTS AND MITIGATION FOR THE PROPOSED SAN YSIDRO COMMUNITY PLAN UPDATE**
**(continued)**

| Environmental Issue Area | Impact | Mitigation | Significance After Mitigation |
|---|---|---|---|
| **AIR QUALITY (cont.)** | | | |
| **Cumulatively Considerable Net Increase of Criteria Pollutants**: Would the proposed SYCPU or SYHVSP result in a cumulatively considerable net increase for which the SDAB is in non-attainment of National Ambient Air Quality Standards (NAAQS) or California Ambient Air Quality Standards (CAAQS?) | | | |
| **San Ysidro Community Plan Update** | | | |
| | The SYCPU's ROG emissions could contribute to existing violations of the State and federal ozone standards~~; the $PM_{10}$ and $PM_{2.5}$ emissions could also contribute to existing violations of their respective standards~~. | See **AQ-1 through AQ-4**. | Cumulatively significant and unavoidable[1] |
| **San Ysidro Historic Village Specific Plan** | | | |
| | The SYHVSP's ROG emissions could contribute to existing violations of the State and federal ozone standards~~; the $PM_{10}$ and $PM_{2.5}$ emissions could also contribute to existing violations of their respective standards~~. | See **AQ-1 through AQ-4.** | Cumulatively significant and unavoidable[1] |

**TABLE S-1**
**SUMMARY OF SIGNIFICANT IMPACTS AND MITIGATION FOR THE PROPOSED SAN YSIDRO COMMUNITY PLAN UPDATE**
**(continued)**

| Environmental Issue Area | Impact | Mitigation | Significance After Mitigation |
|---|---|---|---|
| **AIR QUALITY (cont.)** | | | |
| **Impacts to Sensitive Receptors:** Would the proposed SYCPU or SYHVSP expose sensitive receptors (including, but not limited to, residences, schools, hospitals, resident care facilities, or day-care centers) to substantial pollutant concentrations? | | | |
| **San Ysidro Community Plan Update** | | | |
| | Future development within the SYHVSP could be exposed to CO hot spots which would result in a significant impact. In addition, sensitive uses located within 500 feet of I-5 could be exposed to TACs associated with high traffic volumes which would also result in a significant impact. | **AQ-6** Prior to the issuance of building permits for any facility within the buffer area identified by the California Air Resources Board (CARB) for TACs, a health risk assessment shall be prepared that demonstrates that health risks would be below the level of significance identified in Table 5.3-4. | Significant and Unavoidable[1] |
| **San Ysidro Historic Village Specific Plan** | | | |
| | Future development within the SYHVSP could be exposed to CO hot spots which would result in a significant impact. In addition, sensitive uses located within 500 feet of I-5 could be exposed to TACs associated with high traffic volumes which would also result in a significant impact. | See **AQ-6.** | Significant and Unavoidable[1] |

**TABLE S-1**
**SUMMARY OF SIGNIFICANT IMPACTS AND MITIGATION FOR THE PROPOSED SAN YSIDRO COMMUNITY PLAN UPDATE**
**(continued)**

| Environmental Issue Area | Impact | Mitigation | Significance After Mitigation |
|---|---|---|---|
| | | **NOISE** | |
| **Compatibility with Noise Guidelines**: Would the proposed SYCPU or SYHVSP expose new development to noise levels in excess of applicable City noise guidelines? | | | |
| **San Ysidro Community Plan Update** | | | |
| | Traffic increases attributable to the implementation of the SYCPU would result in noise levels over 65 CNEL along several major roadways within the SYCPU area. Where the design of existing or future residential development would be unable to achieve interior noise levels of less than 45 A-weighted decibels) (dBA), significant noise impacts would occur. | **NOI-1** Where new development would expose people to noise exceeding normally acceptable levels, a site-specific acoustical analysis shall be performed prior to the approval of building permits for:<br>• Single-family homes, senior housing, and mobile homes where exterior noise levels range between 60 and 65 Community Noise Equivalent Level (CNEL).<br>• Multi-family homes and mixed-use/commercial and residential, where exterior noise levels range between 65 and 70 CNEL.<br>• All land uses where noise levels exceed the conditionally compatible exterior noise exposure levels as defined in the City's Land Use/Noise Compatibility Guidelines.<br>The acoustical analysis shall be conducted to ensure that barriers, building design and/or location are capable of maintaining interior noise levels at 45 CNEL or less. Barriers may include a combination of earthen berms, masonry block, and Plexiglas. Building location may include the use of appropriate setbacks. Building | Less than significant |

**TABLE S-1**
**SUMMARY OF SIGNIFICANT IMPACTS AND MITIGATION FOR THE PROPOSED SAN YSIDRO COMMUNITY PLAN UPDATE**
**(continued)**

| Environmental Issue Area | Impact | Mitigation | Significance After Mitigation |
|---|---|---|---|
| **NOISE (cont.)** | | | |
| **San Ysidro Community Plan Update (cont.)** | | | |
| | | design measures may include dual-pane windows, solid core exterior doors with perimeter weather stripping, and mechanical ventilation to allow windows and doors to remain closed. | |
| **San Ysidro Historic Village Specific Plan** | | | |
| | Traffic noise with the SYHVSP would result in noise levels over 65 CNEL along several major roadways within the plan area. Where the design of existing or future residential development would be unable to achieve interior noise levels of less than 45 dBA, significant noise impacts would occur. | See **NOI-1.** | Less than significant |
| **Vibration Impacts:** Would the proposed SYCPU or SYHVSP Subject vibration-sensitive land uses to ground-borne vibration that exceeds the "severe" criteria, as specified by Caltrans (2013), for residences of 0.4 inches per second peak particle velocity (PPV). | | | |
| **San Ysidro Community Plan Update** | | | |
| | Future development pursuant to the SYCPU has the potential to locate new vibration-sensitive land uses within the screening distance of the railroad tracks, which could result in potentially significant vibration impacts. | **NOI-2** A site-specific vibration study shall be prepared for proposed land uses within Federal Transit Administration (FTA) screening distances for potential vibration impacts related to train activity. Proposed development shall implement recommended measures within the technical study to ensure that vibration impacts meet the FTA criteria for vibration impacts. | Less than significant |

**TABLE S-1**
**SUMMARY OF SIGNIFICANT IMPACTS AND MITIGATION FOR THE PROPOSED SAN YSIDRO COMMUNITY PLAN UPDATE**
**(continued)**

| Environmental Issue Area | Impact | Mitigation | Significance After Mitigation |
|---|---|---|---|
| **NOISE (cont.)** | | | |
| **San Ysidro Historic Village Specific Plan** | | | |
| | Future development pursuant to the SYHVSP has the potential to locate new vibration-sensitive land uses within the screening distance of the Trolley, which could result in potentially significant vibration impacts. | See **NOI-2**. | Less than significant |
| **BIOLOGICAL RESOURCES** | | | |
| **Sensitive Species**: Would the proposed SYCPU or SYHVSP result in substantial adverse impacts, either directly or through habitat modifications, to any species identified as a candidate, sensitive or special status species in the MSCP or other 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)? | | | |
| **San Ysidro Community Plan Update** | | | |
| | Implementation of the SYCPU has the potential to impact sensitive plant and wildlife species directly through the loss of habitat or indirectly by placing development adjacent to the Multi-habitat Planning Area (MHPA). Potential impacts to federal or State listed species, MSCP Covered Species, Narrow Endemic Species, plant species with a California Native Plant Society (CNPS) Rare Plant Rank of 1 or 2, and wildlife species included in the CDFW's Special Animals List would likely be significant. | **BIO-1 Sensitive Plants.** A qualified biologist shall survey for sensitive plants in the spring of a year with adequate rainfall prior to initiating construction activities in a given area. If a survey cannot be conducted due to inadequate rainfall, then the project proponent shall consult with the City and Wildlife Agencies (where applicable) to determine if construction may begin based on site-specific vegetation mapping and potential to occur analysis, and what mitigation would be required, or whether construction must be postponed until spring rare plant survey data is collected. | Less than significant |

**TABLE S-1**
**SUMMARY OF SIGNIFICANT IMPACTS AND MITIGATION FOR THE PROPOSED SAN YSIDRO COMMUNITY PLAN UPDATE**
**(continued)**

| Environmental Issue Area | Impact | Mitigation | Significance After Mitigation |
|---|---|---|---|
| **BIOLOGICAL RESOURCES (cont.)** | | | |
| **San Ysidro Community Plan Update (cont.)** | | | |
| | | Adherence to the MSCP Subarea Plan Appendix A (i.e. Conditions of Coverage) and securing comparable habitat to the impacted habitat at the required ratio(s) (i.e., a habitat-based approach to mitigation; see Tables 5.6-9a, 5.6-9b, and 5.6-10 in Mitigation Measures BIO-9 and BIO-10) shall mitigate for direct impacts to most sensitive plant species (e.g., MSCP Covered Species).<br><br>Impacts to federal or State listed plant species shall first be avoided, where feasible, and where not feasible, impacts shall be compensated through salvage and relocation via a transplantation/restoration program and/or off-site acquisition and preservation of habitat containing the plant species at ratios, in accordance with the City's Biology Guidelines~~a 2:1 ratio~~. A qualified biologist shall prepare a City- and Wildlife Agency-approved Restoration Plan that shall indicate where restoration would take place. The restoration plan shall also identify the goals of the restoration, responsible parties, methods of restoration implementation, maintenance and monitoring requirements, final success criteria, and contingency measures, and notice of completion requirements. | |

**TABLE S-1**
**SUMMARY OF SIGNIFICANT IMPACTS AND MITIGATION FOR THE PROPOSED SAN YSIDRO COMMUNITY PLAN UPDATE**
**(continued)**

| Environmental Issue Area | Impact | Mitigation | Significance After Mitigation |
|---|---|---|---|
| **BIOLOGICAL RESOURCES (cont.)** | | | |
| **San Ysidro Community Plan Update (cont.)** | | | |
| | | Impacts to moderately sensitive plant species (California Rare Plant Rank 1 or 2 species) shall be avoided, where feasible, and where not feasible, impacts shall be mitigated through reseeding (with locally collected seed stock) or relocation. Where reseeding or salvage and relocation is required, the project proponent shall identify a qualified Habitat Restoration Specialist to be approved by the City. The Habitat Restoration Specialist shall prepare and implement a Restoration Plan to be approved by the City for reseeding or salvaging and relocating sensitive plant species. | |
| | | **BIO-2 Fairy Shrimp**. Prior to the issuance of construction permits for future projects in the SYCPU area, protocol surveys shall be completed, if suitable habitat could be affected, to confirm the presence/absence of San Diego fairy shrimp and Riverside fairy shrimp. If San Diego fairy shrimp and/or Riverside fairy shrimp are identified, authorization for take of the species shall be obtained from the USFWS prior to impacts to the species or its occupied habitat. A draft Vernal Pool HCP is currently being prepared by the City in coordination with the Wildlife Agencies. Mitigation for impacts to fairy shrimp within the SYCPU Vernal Pool HCP areas would be required to comply with an individual project, USFWS biological | |

**TABLE S-1**
**SUMMARY OF SIGNIFICANT IMPACTS AND MITIGATION FOR THE PROPOSED SAN YSIDRO COMMUNITY PLAN UPDATE**
**(continued)**

| Environmental Issue Area | Impact | Mitigation | Significance After Mitigation |
|---|---|---|---|
| **BIOLOGICAL RESOURCES (cont.)** | | | |
| **San Ysidro Community Plan Update (cont.)** | | | |
| | | opinion/take permit and/or the Vernal Pool Habitat Conservation Plan ([HCP] if adopted and applicable for a given specific project). | |
| | | **BIO-3 Quino Checkerspot Butterfly**. Prior to the issuance of construction permits for future projects in the SYCPU area, protocol surveys shall be completed to confirm the presence/ absence of the Quino checkerspot butterfly, if suitable habitat could be affected. If the butterfly is identified, authorization for take of the species shall be obtained from the USFWS prior to impacts to the species or its occupied habitat. If authorization is obtained, mitigation measures such as the avoidance of occupied habitat and/or the acquisition of occupied habitat shall be developed in consultation with the USFWS and the City. | |
| | | **BIO-4 Coastal California Gnatcatcher**. Prior to the issuance of construction permits for future projects in the SYCPU area, protocol surveys shall be completed within the MHPA in suitable habitat for the coastal California gnatcatcher, if suitable habitat could be affected. If the species is determined to occupy a site, the loss of occupied habitat (potentially Diegan coastal sage scrub and maritime succulent scrub) shall be mitigated for in accordance with the City's Biology Guidelines and MSCP Subarea Plan (see mitigation for | |

**TABLE S-1**
**SUMMARY OF SIGNIFICANT IMPACTS AND MITIGATION FOR THE PROPOSED SAN YSIDRO COMMUNITY PLAN UPDATE**
**(continued)**

| Environmental Issue Area | Impact | Mitigation | Significance After Mitigation |
|---|---|---|---|
| **BIOLOGICAL RESOURCES (cont.)** | | | |
| **San Ysidro Community Plan Update (cont.)** | | | |
| | | sensitive upland habitats in Mitigation Measure BIO-11 and noise components of the City's MHPA Land Use Adjacency Guidelines standard mitigation in Mitigation Measure BIO-8). | |
| | | **BIO-5 Least Bell's Vireo.** Prior to the issuance of construction permits for future projects in the SYCPU area (specifically for the extension of Calle Primera), a protocol survey shall be completed in suitable habitat for the least Bell's vireo if suitable habitat could be affected. If the species is determined to be present, the loss of occupied habitat shall be mitigated for in accordance with the City's Biology Guidelines and MSCP Subarea Plan (see mitigation for wetland communities in Mitigation Measure BIO-10 and noise components of the City's MHPA Land Use Adjacency Guidelines standard mitigation in Mitigation Measure BIO-8). | |

**TABLE S-1**
**SUMMARY OF SIGNIFICANT IMPACTS AND MITIGATION FOR THE PROPOSED SAN YSIDRO COMMUNITY PLAN UPDATE**
**(continued)**

| Environmental Issue Area | Impact | Mitigation | Significance After Mitigation |
|---|---|---|---|
| **BIOLOGICAL RESOURCES (cont.)** | | | |
| **San Ysidro Community Plan Update (cont.)** | | | |
| | | **BIO-6 Burrowing Owl.** During discretionary analysis for future specific projects in the SYCPU area habitat assessments shall be conducted on undeveloped or disturbed land following guidelines and protocol established in the Staff Report on Burrowing Owl Mitigation (CDFW 2012). Should burrowing owl habitat or sign be encountered on or within 150 meters of a project site, breeding season surveys shall be conducted according to the protocol (CDFW 2012).<br><br>If occupancy is determined, site-specific avoidance and mitigation measures shall be developed. Measures to avoid and minimize impacts to burrowing owl may include take avoidance (pre-construction) surveys and the use of buffers, screens, or other measures to minimize impacts during project activities. | |
| | | **BIO-7 Coastal Cactus Wren**. Prior to issuance of construction permits for future projects in the SYCPU area, a habitat assessment shall be conducted, if suitable habitat could be affected, to determine its presence or absence. If the species is present, mitigation measures shall include area-specific management directives contained in the MSCP for the coastal cactus wren that include the restoration of maritime succulent scrub with propagation of cactus | |

**TABLE S-1**
**SUMMARY OF SIGNIFICANT IMPACTS AND MITIGATION FOR THE PROPOSED SAN YSIDRO COMMUNITY PLAN UPDATE**
**(continued)**

| Environmental Issue Area | Impact | Mitigation | Significance After Mitigation |
|---|---|---|---|
| **BIOLOGICAL RESOURCES (cont.)** | | | |
| **San Ysidro Community Plan Update (cont.)** | | | |
| | | patches within the MHPA, adaptive management of cactus wren habitat, monitoring of populations, and compliance with the MHPA Land Use Adjacency Guidelines to reduce detrimental edge effects. No clearing of occupied habitat may occur from the period of February 15 to August 15. In addition, if unoccupied Coastal Cactus Wren (CACW) habitat is impacted, standard mitigation measures for CACW plant salvage and relocation to existing restoration areas shall be included for site-specific projects. | |
| | | **BIO-8 Nesting Birds.** To reduce potentially significant impacts that would interfere with avian nesting within the San Ysidro Community Plan Update area, measures to be incorporated into project-level construction activities shall include the following, as applicable:<br>• Site-specific biological resources surveys (e.g., for the coastal California gnatcatcher, burrowing owl, raptors, etc.) shall be conducted in accordance with latest City's Biology Guidelines and Wildlife Agency protocol. Nesting season avoidance and/or pre-grading surveys and mitigation shall also be completed as required to comply with the federal Endangered Species Act, MBTA, California Fish and Game Code, MSCP, and/or | |

**TABLE S-1**
**SUMMARY OF SIGNIFICANT IMPACTS AND MITIGATION FOR THE PROPOSED SAN YSIDRO COMMUNITY PLAN UPDATE**
**(continued)**

| Environmental Issue Area | Impact | Mitigation | Significance After Mitigation |
|---|---|---|---|
| **BIOLOGICAL RESOURCES (cont.)** | | | |
| **San Ysidro Community Plan Update (cont.)** | | | |
| | | Environmentally Sensitive Lands (ESL) Regulations. The MSCP specifies a 300-foot avoidance area for active Cooper's hawk nests and a 900-foot avoidance area for active northern harrier nests.<br>• In accordance with the noise component of the City's standard MHPA Land Use Adjacency Guideline mitigation measures, there shall be no clearing, grubbing, grading, or other construction activities during the breeding seasons for cactus wren, least Bell's vireo, and/or coastal California gnatcatcher (cactus wren, February 15-August 15; least Bell's vireo, March 15-September 15; coastal California gnatcatcher, March 1-August 15; burrowing owl February 1–August 31) until it can be demonstrated that construction activities would not result in noise levels exceeding 60 dBA equivalent sound level ($L_{EQ)}$ at the edge of their occupied habitat(s).<br>• Work near active nests of any species must include suitable noise abatement measures to ensure construction noise levels at the MHPA boundary would not exceed 60 dBA $L_{EQ}$. | |

**TABLE S-1**
**SUMMARY OF SIGNIFICANT IMPACTS AND MITIGATION FOR THE PROPOSED SAN YSIDRO COMMUNITY PLAN UPDATE**
**(continued)**

| Environmental Issue Area | Impact | Mitigation | Significance After Mitigation |
|---|---|---|---|
| **BIOLOGICAL RESOURCES (cont.)** | | | |
| **San Ysidro Community Plan Update (cont.)** | | | |
| | | **BIO-9 Other Wildlife Species.** Site-specific biology surveys shall be conducted to identify any other sensitive or MSCP Covered species present on each future project in the SYCPU area, including but not limited to the potential species listed in Table 5.6-4. Impacts to most sensitive and MSCP Covered species will be mitigated by habitat-based mitigation, as established by the City's Biology Guidelines, unless a rare circumstance requires additional species-specific mitigation. In that case, the project-level biological survey report shall justify why species-specific mitigation is necessary. For MSCP Covered species, conditions from MSCP Subarea Plan Appendix A shall be implemented where applicable, such as measures to discourage Argentine ants on projects occupied by coast horned lizard. | |

**TABLE S-1**
**SUMMARY OF SIGNIFICANT IMPACTS AND MITIGATION FOR THE PROPOSED SAN YSIDRO COMMUNITY PLAN UPDATE**
**(continued)**

| Environmental Issue Area | Impact | Mitigation | Significance After Mitigation |
|---|---|---|---|
| **BIOLOGICAL RESOURCES (cont.)** | | | |
| **Sensitive Habitats**: Would the proposed SYCPU or SYHVSP result in a substantial adverse impacts on any Tier I, Tier II, Tier IIIA or Tier IIIB habitats as identified in the Biology Guidelines or other sensitive natural community identified in local or regional plans, policies, regulations or by the CDFW or USFWS? | | | |
| **San Ysidro Community Plan Update** | | | |
| | Implementation of the SYCPU has the potential to impact up to approximately 3.8 acres of wetland communities and 98.4 acres of Tier I, II, and IIIB habitats. These impacts could occur directly through removal or indirectly by placing development adjacent to sensitive vegetation communities. | **BIO-10 Wetland Habitats.** Wherever feasible, wetland impacts shall be avoided. If avoidance is infeasible, wetland impacts shall be mitigated to achieve no net loss of wetland function and value. Mitigation for wetland vegetation community impacts usually entails a combination of habitat acquisition/ preservation, restoration, and/or creation. Typical mitigation ratios, as defined in the City's Biology Guidelines, are identified in Tables 4.6-9a and 4.6-9b, *City of San Diego Wetland Mitigation Ratios (with Biologically Superior Design)* and *City of San Diego Wetland Mitigation Ratios (without Biologically Superior Design Outside of the Coastal Zone)*, respectively. | |
| | | **BIO-11 Upland Habitats**: Wherever feasible, impacts to sensitive upland vegetation communities shall be avoided. Where avoidance is not feasible, sensitive upland vegetation communities shall be mitigated through habitat acquisition/preservation, restoration, and/or creation—or a combination thereof. Mitigation for impacts to sensitive upland vegetation would be required in accordance with the ratios in Table 5.6-10, *Mitigation Ratios for Impacts to Upland Vegetation Communities*, per the City's Biology Guidelines. | Less than significant |

**TABLE S-1**
**SUMMARY OF SIGNIFICANT IMPACTS AND MITIGATION FOR THE PROPOSED SAN YSIDRO COMMUNITY PLAN UPDATE**
**(continued)**

| Environmental Issue Area | Impact | Mitigation | Significance After Mitigation |
|---|---|---|---|
| **BIOLOGICAL RESOURCES (cont.)** | | | |
| **San Ysidro Community Plan Update (cont.)** | | | |
| | | The habitat types that would be impacted by the project and require mitigation are shown in bold in Table 10. The SYCPU would also impact Disturbed Land and Eucalyptus Woodland, which are classified as Tier IV, and do not require mitigation. For individual project impacts that would not exceed 5 acres (in some cases up to 10 acres), an in-lieu contribution may be made to the City's Habitat Acquisition Fund. | |
| **Wetlands**: Would the proposed SYCPU or SYHVSP result in a substantial adverse impact on wetlands (including, but not limited to, marsh, vernal pools, riparian areas, etc.) through direct removal, filling, hydrological interruption, or other means? | | | |
| | Implementation of the SYCPU has the potential to impact wetlands (and non-wetland waters) directly through their loss or indirectly by placing development adjacent to them in the MHPA. These impacts would be associated with construction of the extension of Calle Primera. | **See BIO-9.** | Less than significant |

**TABLE S-1**
**SUMMARY OF SIGNIFICANT IMPACTS AND MITIGATION FOR THE PROPOSED SAN YSIDRO COMMUNITY PLAN UPDATE**
**(continued)**

| Environmental Issue Area | Impact | Mitigation | Significance After Mitigation |
|---|---|---|---|
| **GEOLOGY** | | | |
| **Geologic Hazards:** Would the proposed SYCPU or SYHVSP result in the exposure of people or property to geologic hazards such as ground shaking, fault rupture, landslides, mudslides, ground failure or similar hazards? | | | |
| **San Ysidro Community Plan Update** | | | |
| | Landslide hazards exist on the easterly slopes of the community plan area that would pose a risk to future development. | **GEO-1 Geologic Hazard** Prior to issuance of the first building permit on vacant land located within geologic hazard categories 21 or 22, a comprehensive geotechnical investigation shall be conducted that will address all vacant land on the easterly slopes within these categories. The geotechnical investigation will characterize the limit/extent of the slide areas, the engineering characteristics of the soil material(s) which comprises the slip plane(s), and the hydrogeologic conditions within and in the areas surrounding the slides. The results of the investigation will be adequate to develop a 3-dimensional model of the slide, and to perform slope stability analyses. The investigation will also evaluate the impact of the proposed development on the stability of the adjoining properties.<br><br>The investigation shall identify remedial mitigation measures that would be necessary to stabilize slopes to factor of safety of 1.5 or greater on-site and adjacent landslide-prone areas. Mitigation measures shall include, but not be limited to: removal/replacement of unstable deposits, installation of stabilizing features such as buttress fills or shear pins, and/or the use of protective barriers. As required by the City Engineer, | Less than significant |

**TABLE S-1**
**SUMMARY OF SIGNIFICANT IMPACTS AND MITIGATION FOR THE PROPOSED SAN YSIDRO COMMUNITY PLAN UPDATE**
**(continued)**

| Environmental Issue Area | Impact | Mitigation | Significance After Mitigation |
|---|---|---|---|
| **GEOLOGY (cont.)** | | | |
| **San Ysidro Community Plan Update (cont.)** | | | |
| | | these remedial measures will be implemented prior to issuance of the first building permit within the affected area. Subsequent development shall demonstrate that the necessary remedial measures have been completed, or demonstrate that the development will implement additional equivalent remedial measures, to the satisfaction of the City Engineer, as necessary, to reduce landslide effects to less than significant based on subsequent geotechnical analysis. | |
| **HISTORICAL RESOURCES** | | | |
| **Archaeological Impacts:** Would the proposed SYCPU or SYHVSP result in the alteration, including the adverse physical or aesthetic effects and/or the destruction of archaeological resources? | | | |
| **San Ysidro Community Plan Update** | | | |
| | Given the presence of known and potential historical and archaeological resources within the community, future development pursuant to the SYCPU could have a significant impact on important historical or archaeological resources. | **HIST-1 Archaeological and Tribal Cultural Resources.** Prior to issuance of any permit for a future development project implemented in accordance with the SYCPU ~~area~~ that could directly affect an archaeological or tribal cultural resource, the City shall require the following steps be taken to determine: (1) the presence of archaeological or tribal cultural resources and (2) the appropriate mitigation for any significant resources which may be impacted by a development activity. Sites may include, but are not limited to, residential and commercial properties, privies, trash pits, building foundations, and industrial | Less than significant |

**TABLE S-1**
**SUMMARY OF SIGNIFICANT IMPACTS AND MITIGATION FOR THE PROPOSED SAN YSIDRO COMMUNITY PLAN UPDATE**
**(continued)**

| Environmental Issue Area | Impact | Mitigation | Significance After Mitigation |
|---|---|---|---|
| **HISTORICAL RESOURCES** | | | |
| **San Ysidro Community Plan Update (cont.)** | | | |
| | | features representing the contributions of people from diverse socio-economic and ethnic backgrounds. Sites may also include resources associated with prehistoric Native American activities.<br><br>Initial Determination<br>The environmental analyst will determine the likelihood for the project site to contain historical resources by reviewing site photographs and existing historic information (e.g., Archaeological Sensitivity Maps, the Archaeological Map Book, and the City's "Historical Inventory of Important Architects, Structures, and People in San Diego") and may conduct a site visit, as needed. If there is any evidence that the site contains archaeological or tribal cultural resources, then an archaeological ~~a historic~~ evaluation consistent with the City Guidelines would be required. All individuals conducting any phase of the archaeological evaluation program must meet professional qualifications in accordance with the City Guidelines.<br><br>Step 1:<br>Based on the results of the Initial Determination, if there is evidence that the site contains historical resources, preparation of a historic evaluation is required. The evaluation report would generally include background research, field survey, archaeological | |

**TABLE S-1**
**SUMMARY OF SIGNIFICANT IMPACTS AND MITIGATION FOR THE PROPOSED SAN YSIDRO COMMUNITY PLAN UPDATE**
**(continued)**

| Environmental Issue Area | Impact | Mitigation | Significance After Mitigation |
|---|---|---|---|
| **HISTORICAL RESOURCES (cont.)** | | | |
| **San Ysidro Community Plan Update (cont.)** | | | |
| | | testing and analysis. Before actual field reconnaissance would occur, background research is required which includes a record search at the SCIC at San Diego State University and the San Diego Museum of Man. A review of the Sacred Lands File maintained by the NAHC must also be conducted at this time. Information about existing archaeological collections should also be obtained from the San Diego Archaeological Center and any tribal repositories or museums.<br><br>In addition to the record searches mentioned above, background information may include, but is not limited to: examining primary sources of historical information (e.g., deeds and wills), secondary sources (e.g., local histories and genealogies), Sanborn Fire Maps, and historic cartographic and aerial photograph sources; reviewing previous archaeological research in similar areas, models that predict site distribution, and archaeological, architectural, and historical site inventory files; and conducting informant interviews. The results of the background information would be included in the evaluation report. | |

**TABLE S-1**
**SUMMARY OF SIGNIFICANT IMPACTS AND MITIGATION FOR THE PROPOSED SAN YSIDRO COMMUNITY PLAN UPDATE**
**(continued)**

| Environmental Issue Area | Impact | Mitigation | Significance After Mitigation |
|---|---|---|---|
| **HISTORICAL RESOURCES (cont.)** | | | |
| **San Ysidro Community Plan Update (cont.)** | | | |
| | | Once the background research is complete, a field reconnaissance must be conducted by individuals whose qualifications meet the standards outlined in the City Guidelines. Consultants are encouraged to employ innovative survey techniques when conducting enhanced reconnaissance, including, but not limited to, remote sensing, ground penetrating radar, and other soil resistivity techniques as determined on a case-by-case basis. Native American participation is required for field surveys when there is likelihood that the project site contains prehistoric archaeological resources or traditional cultural properties. If through background research and field surveys historical resources are identified, then an evaluation of significance, based on the City's Guidelines, must be performed by a qualified archaeologist.<br><br>Step 2:<br>~~Once a historical resource has been~~ Where a recorded archaeological site or Tribal Cultural Resource (as defined in the Public Resources Code) is identified, the City would be required to initiate consultation with identified California Indian tribes pursuant to provisions in Public Resources Code 21080.3.1 and 21080.3.2, in accordance with Assembly Bill 52. ~~a significance determination must be made.~~ It should be | |

**TABLE S-1**
**SUMMARY OF SIGNIFICANT IMPACTS AND MITIGATION FOR THE PROPOSED SAN YSIDRO COMMUNITY PLAN UPDATE**
**(continued)**

| Environmental Issue Area | Impact | Mitigation | Significance After Mitigation |
|---|---|---|---|
| **HISTORICAL RESOURCES (cont.)** | | | |
| **San Ysidro Community Plan Update (cont.)** | | | |
| | | noted that during the consultation process, tribal representative(s) ~~and/or Native American monitors~~ will be directly involved in making recommendations regarding the significance of a tribal cultural resource which could also be a prehistoric archaeological site~~s during this phase of the process. The~~ A testing program may be recommended which requires reevaluation of the proposed project in consultation with the Native American representative which could result in a combination of project redesign to avoid and/or preserve significant resources as well as mitigation in the form of data recovery and monitoring (as recommended by the qualified archaeologist and Native American representative). ~~An~~ The archaeological testing program, if required, will ~~be required which~~ ~~i~~nclude~~s~~ evaluating the horizontal and vertical dimensions of a site, the chronological placement, site function, artifact/ecofact density and variability, presence/absence of subsurface features, and research potential. A thorough discussion of testing methodologies, including surface and subsurface investigations, can be found in the City Guidelines. Results of the consultation process will determine the nature and extent of any additional archaeological evaluation or changes to the proposed project. | |

**TABLE S-1**
**SUMMARY OF SIGNIFICANT IMPACTS AND MITIGATION FOR THE PROPOSED SAN YSIDRO COMMUNITY PLAN UPDATE**
**(continued)**

| Environmental Issue Area | Impact | Mitigation | Significance After Mitigation |
|---|---|---|---|
| **HISTORICAL RESOURCES (cont.)** | | | |
| **San Ysidro Community Plan Update (cont.)** | | | |
| | | The results from the testing program will be evaluated against the Significance Thresholds found in the Guidelines. If significant historical resources are identified within the Area of Potential Effect, the site may be eligible for local designation. However, this process would not proceed until such time that the tribal consultation has been concluded and an agreement is reached (or not reached) regarding significance of the resource and appropriate mitigation measures are identified. ~~At this time,~~ When appropriate, the final testing report must be submitted to Historical Resources Board staff for eligibility determination and possible designation. An agreement on the appropriate form of mitigation is required prior to distribution of a draft environmental document. If no significant resources are found, and site conditions are such that there is no potential for further discoveries, then no further action is required. Resources found to be non-significant as a result of a survey and/or assessment will require no further work beyond documentation of the resources on the appropriate Department of Parks and Recreation (DPR) site forms and inclusion of results in the survey and/or assessment report. If no significant resources are found, but results of the initial evaluation and testing | |

**TABLE S-1**
**SUMMARY OF SIGNIFICANT IMPACTS AND MITIGATION FOR THE PROPOSED SAN YSIDRO COMMUNITY PLAN UPDATE**
**(continued)**

| Environmental Issue Area | Impact | Mitigation | Significance After Mitigation |
|---|---|---|---|
| **HISTORICAL RESOURCES (cont.)** | | | |
| **San Ysidro Community Plan Update (cont.)** | | | |
| | | phase indicates there is still a potential for resources to be present in portions of the property that could not be tested, then mitigation monitoring is required.<br><br>Step 3:<br>Preferred mitigation for historical resources is to avoid the resource through project redesign. If the resource cannot be entirely avoided, all prudent and feasible measures to minimize harm shall be taken. For archaeological resources where preservation is not an option, a Research Design and Data Recovery Program is required, which includes a Collections Management Plan for review and approval. When tribal cultural resources are present and also cannot be avoided, appropriate and feasible mitigation will be determined through the tribal consultation process and incorporated into the overall data recovery program, where applicable or project specific mitigation measures incorporated into the project. The data recovery program shall be based on a written research design and is subject to the provisions as outlined in CEQA, Section 21083.2. The data recovery program must be reviewed and approved by the City's Environmental Analyst prior to ~~draft CEQA document~~ distribution of a draft CEQA document and shall include the results of the tribal consultation process. | |

**TABLE S-1**
**SUMMARY OF SIGNIFICANT IMPACTS AND MITIGATION FOR THE PROPOSED SAN YSIDRO COMMUNITY PLAN UPDATE**
**(continued)**

| Environmental Issue Area | Impact | Mitigation | Significance After Mitigation |
|---|---|---|---|
| **HISTORICAL RESOURCES (cont.)** | | | |
| **San Ysidro Community Plan Update (cont.)** | | | |
| | | Archaeological monitoring may be required during building demolition and/or construction grading when significant resources are known or suspected to be present on a site, but cannot be recovered prior to grading due to obstructions such as, but not limited to, existing development or dense vegetation.<br><br>A Native American observer must be retained for all subsurface investigations, including geotechnical testing and other ground-disturbing activities, whenever a Native American ~~Traditional Cultural Property~~ tribal cultural resource or any archaeological site located on City property or within the Area of Potential Effect of a City project would be impacted. In the event that human remains are encountered during data recovery and/or a monitoring program, the provisions of California Public Resources Code Section 5097 must be followed. In the event that human remains are discovered during project grading, work shall halt in that area and the procedures set forth in the California Public Resources Code (Section 50987.98) and State Health and Safety Code (Section 7050.5), and in the federal, state, and local regulations described above shall be undertaken. These provisions will be ~~are~~ outlined in the MMRP included in ~~the~~ a subsequent | |

**TABLE S-1**
**SUMMARY OF SIGNIFICANT IMPACTS AND MITIGATION FOR THE PROPOSED SAN YSIDRO COMMUNITY PLAN UPDATE**
**(continued)**

| Environmental Issue Area | Impact | Mitigation | Significance After Mitigation |
|---|---|---|---|
| **HISTORICAL RESOURCES (cont.)** | | | |
| **San Ysidro Community Plan Update (cont.)** | | | |
| | | project-specific environmental document. The Native American monitor shall be consulted during the preparation of the written report, at which time they may express concerns about the treatment of sensitive resources. If the Native American community requests participation of an observer for subsurface investigations on private property, the request shall be honored.<br><br>Step 4:<br>Archaeological Resource Management reports shall be prepared by qualified professionals as determined by the criteria set forth in Appendix B of the Guidelines. The discipline shall be tailored to the resource under evaluation. In cases involving complex resources, such as traditional cultural properties, rural landscape districts, sites involving a combination of prehistoric and historic archaeology, or historic districts, a team of experts will be necessary for a complete evaluation.<br><br>Specific types of historical resource reports are required to document the methods (see Section III of the Guidelines) used to determine the presence or absence of historical resources; to identify the potential impacts from proposed development and evaluate the significance of any identified historical resources; to document the appropriate curation of archaeological | |

**TABLE S-1**
**SUMMARY OF SIGNIFICANT IMPACTS AND MITIGATION FOR THE PROPOSED SAN YSIDRO COMMUNITY PLAN UPDATE**
**(continued)**

| Environmental Issue Area | Impact | Mitigation | Significance After Mitigation |
|---|---|---|---|
| **HISTORICAL RESOURCES (cont.)** | | | |
| **San Ysidro Community Plan Update (cont.)** | | | |
| | | collections (e.g., collected materials and the associated records); in the case of potentially significant impacts to historical resources, to recommend appropriate mitigation measures that would reduce the impacts to below a level of significance; and to document the results of mitigation and monitoring programs, if required.<br><br>Archaeological Resource Management reports shall be prepared in conformance with the California Office of Historic Preservation "Archaeological Resource Management Reports: Recommended Contents and Format" (see Appendix C of the Guidelines), which will be used by Environmental ~~Analysis Section~~ staff in the review of archaeological resource reports. Consultants must ensure that archaeological resource reports are prepared consistent with this checklist. This requirement will standardize the content and format of all archaeological technical reports submitted to the City. A confidential appendix must be submitted (under separate cover) along with historical resources reports for archaeological sites and ~~traditional~~ tribal cultural ~~properties~~ resources containing the confidential resource maps and records search information | |

**TABLE S-1**
**SUMMARY OF SIGNIFICANT IMPACTS AND MITIGATION FOR THE PROPOSED SAN YSIDRO COMMUNITY PLAN UPDATE**
**(continued)**

| Environmental Issue Area | Impact | Mitigation | Significance After Mitigation |
|---|---|---|---|
| **HISTORICAL RESOURCES (cont.)** | | | |
| **San Ysidro Community Plan Update (cont.)** | | | |
| | | gathered during the background study. In addition, a Collections Management Plan shall be prepared for projects which result in a substantial collection of artifacts and must address the management and research goals of the project and the types of materials to be collected and curated based on a sampling strategy that is acceptable to the City. Appendix D (Historical Resources Report Form) may be used when no archaeological resources were identified within the project boundaries.<br><br><u>Step 5:</u><br>For Archaeological Resources: All cultural materials, including original maps, field notes, non-burial related artifacts, catalog information, and final reports recovered during public and/or private development projects must be permanently curated with an appropriate institution, one which has the proper facilities and staffing for insuring research access to the collections consistent with state and federal standards <u>unless otherwise determined during the tribal consultation process</u>. In the event that a prehistoric and/or historic deposit is encountered during construction monitoring, a Collections Management Plan would be required in accordance with the project MMRP. The disposition of human remains and burial | |

**TABLE S-1**
**SUMMARY OF SIGNIFICANT IMPACTS AND MITIGATION FOR THE PROPOSED SAN YSIDRO COMMUNITY PLAN UPDATE**
**(continued)**

| Environmental Issue Area | Impact | Mitigation | Significance After Mitigation |
|---|---|---|---|
| **HISTORICAL RESOURCES (cont.)** | | | |
| **San Ysidro Community Plan Update (cont.)** | | | |
| | | related artifacts that cannot be avoided or are inadvertently discovered is governed by state (i.e., AB 2641 [Coto] and California Native American Graves Protection and Repatriation Act of 2001 [Health and Safety Code 8010-8011]) and federal (i.e., Native American Graves Protection and Repatriation Act [U.S.C. 3001-3013]) law, and must be treated in a dignified and culturally appropriate manner with respect for the deceased individual(s) and their descendants. Any human bones and associated grave goods of Native American origin shall be turned over to the appropriate Native American group for repatriation.<br><br>Arrangements for long-term curation of all recovered artifacts must be established between the applicant/property owner and the consultant prior to the initiation of the field reconnaissance~~, and~~ When tribal cultural resources are present, or non-burial-related artifacts associated with tribal cultural resources are suspected to be recovered, the treatment and disposition of such resources will be determined during the tribal consultation process. This information must then be included in the archaeological survey, testing, and/or data recovery report submitted to the City for review and approval. | |

**TABLE S-1**
**SUMMARY OF SIGNIFICANT IMPACTS AND MITIGATION FOR THE PROPOSED SAN YSIDRO COMMUNITY PLAN UPDATE**
**(continued)**

| Environmental Issue Area | Impact | Mitigation | Significance After Mitigation |
|---|---|---|---|
| **HISTORICAL RESOURCES (cont.)** | | | |
| **San Ysidro Community Plan Update (cont.)** | | | |
| | | Curation must be accomplished in accordance with the California State Historic Resources Commission's Guidelines for the Curation of Archaeological Collection (dated May 7, 1993) and, if federal funding is involved, Title 36 of the Code of Federal Regulations, Part 79 ~~of the Federal Register~~. Additional information regarding curation is provided in Section II of the Guidelines. | |
| **San Ysidro Historic Village Specific Plan** | | | |
| | Given the presence of known and potential archeological resources within the community, future development pursuant to the SYHVSP could have a significant impact on important historical or archaeological resources. | See **HIST-1**. | Less than significant |
| **Historical Impacts:** Would the proposed SYCPU or SYHVSP result in the alteration, including the adverse physical or aesthetic effects and/or the destruction of an historic building (including an architecturally significant building), structure, or object or site? | | | |
| **San Ysidro Community Plan Update** | | | |
| | | **HIST-2 Historic Buildings, Structures, and Objects.** Prior to issuance of any permit for a future development project implemented in accordance with the SYCPU that would directly or indirectly affect a building/structure in excess of 45 years of age, the City shall determine whether the affected building/structure is historically significant. The evaluation of historic | Significant and Unavoidable[1] |

**TABLE S-1**
**SUMMARY OF SIGNIFICANT IMPACTS AND MITIGATION FOR THE PROPOSED SAN YSIDRO COMMUNITY PLAN UPDATE**
**(continued)**

| Environmental Issue Area | Impact | Mitigation | Significance After Mitigation |
|---|---|---|---|
| **HISTORICAL RESOURCES (cont.)** | | | |
| **San Ysidro Community Plan Update (cont.)** | | | |
| | | architectural resources shall be based on criteria such as: age, location, context, association with an important person or event, uniqueness, or structural integrity, as indicated in the Guidelines.<br><br>Preferred mitigation for historic buildings or structures shall be to avoid the resource through project redesign. If the resource cannot be entirely avoided, all prudent and feasible measures to minimize harm to the resource shall be taken. Depending upon project impacts, measures shall include, but are not limited to:<br><br>a. Conducting a Historic American Building Survey (HABS) and Historic American Engineering Record (HAER);<br>b. Preparing a historic resource management plan;<br>c. Designing new construction which is compatible in size, scale, materials, color and workmanship to the historic resource (such additions, whether portions of existing buildings or additions to historic districts, shall be clearly distinguishable from historic fabric);<br>d. Repairing damage according to the Secretary of the Interior's Standards for Rehabilitation; | |

**TABLE S-1**
**SUMMARY OF SIGNIFICANT IMPACTS AND MITIGATION FOR THE PROPOSED SAN YSIDRO COMMUNITY PLAN UPDATE**
**(continued)**

| Environmental Issue Area | Impact | Mitigation | Significance After Mitigation |
|---|---|---|---|
| **HISTORICAL RESOURCES (cont.)** | | | |
| **San Ysidro Community Plan Update (cont.)** | | | |
| | | e. Screening incompatible new construction from view through the use of berms, walls, and landscaping in keeping with the historic period and character of the resource;<br>f. Shielding historic properties from noise generators through the use of sound walls, double glazing, and air conditioning.; and<br>g. Removing industrial pollution at the source of production.<br><br>Specific types of historical resource reports, outlined in Section III of the HRG, are required to document the methods to be used to determine the presence or absence of historical resources, to identify potential impacts from a proposed project, and to evaluate the significance of any historical resources identified. If potentially significant impacts to an identified historical resource are identified these reports will also recommend appropriate mitigation to reduce the impacts to below a level of significance. If required, mitigation programs can also be included in the report. | |

**TABLE S-1**
**SUMMARY OF SIGNIFICANT IMPACTS AND MITIGATION FOR THE PROPOSED SAN YSIDRO COMMUNITY PLAN UPDATE**
**(continued)**

| Environmental Issue Area | Impact | Mitigation | Significance After Mitigation |
|---|---|---|---|
| **HISTORICAL RESOURCES (cont.)** | | | |
| **San Ysidro Historic Village Specific Plan** | | | |
| | Given the presence of known and potential historical resources within the community, future development pursuant to the SYHVSP could have a significant impact on important historical or archaeological resources. | See **HIST-2**. | Significant and Unavoidable[1] |
| **Religious or Sacred Impacts:** Would the proposed SYCPU or SYHVSP result in any impact to existing religious or sacred uses within the SYCPU area? | | | |
| **San Ysidro Community Plan Update** | | | |
| | Given the presence of known sacred lands within the community, future development pursuant to the SYCPU could have a significant impact on religious or sacred sites. | See **HIST-1.** | Less than significant |
| **San Ysidro Historic Village Specific Plan** | | | |
| | Given the presence of known sacred lands within the community, future development within the SYHVSP area could have a significant impact on religious or sacred sites. | See **HIST-1**. | Less than significant |

**TABLE S-1**
**SUMMARY OF SIGNIFICANT IMPACTS AND MITIGATION FOR THE PROPOSED SAN YSIDRO COMMUNITY PLAN UPDATE**
**(continued)**

| Environmental Issue Area | Impact | Mitigation | Significance After Mitigation |
|---|---|---|---|
| **HISTORICAL RESOURCES (cont.)** | | | |
| **Human Remains:** Would the SYCPU or SYHVSP result in the disturbance of any human remains, including those interred outside of formal cemeteries? | | | |
| **San Ysidro Community Plan Update** | | | |
| | Given the possibility of encountering subsurface human remains, any impact to human remains during future development pursuant to the SYCPU would be considered significant. | See **HIST-1**. | Less than significant |
| **San Ysidro Historic Village Specific Plan** | | | |
| | Given the possibility of encountering subsurface human remains, any impact to human remains during future development pursuant to the SYHVSP would be considered significant. | See **HIST-1**. | Less than significant |

**TABLE S-1**
**SUMMARY OF SIGNIFICANT IMPACTS AND MITIGATION FOR THE PROPOSED SAN YSIDRO COMMUNITY PLAN UPDATE**
**(continued)**

| Environmental Issue Area | Impact | Mitigation | Significance After Mitigation |
|---|---|---|---|
| **PALEONTOLOGICAL RESOURCES** | | | |
| **Paleontological Resources:** Would the proposed SYCPU or SYHVSP allow development to occur that could significantly impact a unique paleontological resource or a geologic formation possessing a medium or high potential for the occurrence of sensitive paleontological resources? | | | |
| **San Ysidro Community Plan Update** | | | |
| | Based on the presence of formational units exhibiting high and/or moderate potential for the occurrence of sensitive paleontological resources in the SYCPU area, associated potential impacts from future development activities could be significant. | **PALEO-1** Prior to the approval of subsequent development projects implemented in accordance with the CPUs, the City shall determine the potential for impacts to paleontological resources based on review of the project application submitted, and recommendations of a project-level analysis completed in accordance with the steps presented below. Future projects shall be sited and designed to minimize impacts on paleontological resources in accordance with the City's Paleontological Resources Guidelines and CEQA Significance Thresholds. Monitoring for paleontological resources required during construction activities shall be implemented at the project-level and shall provide mitigation for the loss of important fossil remains with future subsequent development projects that are subject to environmental review. | Less than significant |
| | | Prior to Project Approval<br>A. The environmental analyst shall complete a project-level analysis of potential impacts on paleontological resources. The analysis shall include a review of the applicable USGS Quad maps to identify the underlying geologic | |

**TABLE S-1**
**SUMMARY OF SIGNIFICANT IMPACTS AND MITIGATION FOR THE PROPOSED SAN YSIDRO COMMUNITY PLAN UPDATE**
**(continued)**

| Environmental Issue Area | Impact | Mitigation | Significance After Mitigation |
|---|---|---|---|
| **PALEONTOLOGICAL RESOURCES (cont.)** | | | |
| **San Ysidro Community Plan Update (cont.)** | | | |
| | | formations, and shall determine if construction determine if construction of a project would:<br>• Require over 1,000 cubic yards of excavation and/or a 10-foot, or greater, depth in a high resource potential geologic deposit/formation/rock unit.<br>• Require over 2,000 cubic yards of excavation and/or a 10-foot, or greater, depth in a moderate resource potential geologic deposit/formation/rock unit.<br>• Require construction within a known fossil location or fossil recovery site. Resource potential within a formation is based on the Paleontological Monitoring Determination Matrix.<br>B. If construction of a project would occur within a formation with a moderate to high resource potential, monitoring during construction would be required.<br>• Monitoring is always required when grading on a fossil recovery site or a known fossil location. | |

**TABLE S-1**
**SUMMARY OF SIGNIFICANT IMPACTS AND MITIGATION FOR THE PROPOSED SAN YSIDRO COMMUNITY PLAN UPDATE**
**(continued)**

| Environmental Issue Area | Impact | Mitigation | Significance After Mitigation |
|---|---|---|---|
| **PALEONTOLOGICAL RESOURCES (cont.)** | | | |
| **San Ysidro Community Plan Update (cont.)** | | | |
| | | • Monitoring may also be needed at shallower depths if fossil resources are present or likely to be present after review of source materials or consultation with an expert in fossil resources (e.g., the San Diego Natural History Museum).<br>• Monitoring may be required for shallow grading (<10 feet) when a site has previously been graded and/or unweathered geologic deposits/formations/ rock units are present at the surface.<br><br>Monitoring is not required when grading documented artificial fill. When it has been determined that a future project has the potential to impact a geologic formation with a high or moderate fossil sensitivity rating a Paleontological MMRP shall be implemented during construction grading activities. | |

**TABLE S-1**
**SUMMARY OF SIGNIFICANT IMPACTS AND MITIGATION FOR THE PROPOSED SAN YSIDRO COMMUNITY PLAN UPDATE**
**(continued)**

| Environmental Issue Area | Impact | Mitigation | Significance After Mitigation |
|---|---|---|---|
| **PALEONTOLOGICAL RESOURCES (cont.)** | | | |
| **San Ysidro Historic Village Specific Plan** | | | |
| | Based on the presence of formational units exhibiting high and/or moderate potential for the occurrence of sensitive paleontological resources in the SYHVSP area, associated potential impacts from future development activities could be significant. | See **PALEO-1**. | Less than significant |

[1] While the identified mitigation measures would likely reduce impacts to less than significant, the impacts are considered unavoidable at the programmatic level because of the inability to assure their implementation and full effectiveness.

Note: Shading indicates applicable to the San Ysidro Historic Village Specific Plan.

**TABLE S-2**
**COMPARISON OF PROPOSED PROJECT IMPACTS WITH IMPACTS FROM THE PROJECT ALTERNATIVES**

| Environmental Subject | Impact Category | Proposed SYCPU | | No Project: Adopted Community Plan | | Lower-Density | | Higher-Density | | No Calle Primera Extension | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Direct | Cumulative | Direct | Cumulative | Direct | Cumulative | Direct | Cumulative | Direct | Cumulative |
| Air Quality | Regional Air Quality Plan Conformance | LS | LS | LS (-) | LS (-) | LS(-) | LS (-) | SU (+) | SU (+) | LS (=) | LS (=) |
| | Construction Emissions | SU | SU | SU (-) | SU (-) | SU (-) | SU (-) | SU (+) | SU (+) | SU (-) | SU (-) |
| | Operation Emissions | SU | SU | SU(=) | SU(=) | SU (-) | SU (-) | SU (+) | SU (+) | SU (=) | SU (=) |
| | Cumulative Emissions | SU | SU | SU(=) | SU(=) | SU (-) | SU (-) | SU (+) | SU (+) | SU (=) | SU (=) |
| | Toxic Air Contaminants | SU | SU | SU(=) | SU(=) | SU (-) | SU (-) | SU (+) | SU (+) | SU (=) | SU (=) |
| | Odors | LS | LS | LS (=) | LS (=) | LS (=) | LS (=) | LS (=) | LS (=) | LS (=) | LS (=) |
| Biological Resources | Sensitive Species | SM | LS | SM (=) | LS (=) | SM (=) | LS (=) | SM (=) | LS (=) | SM (-) | LS (=) |
| | Sensitive Habitats | SM | LS | SM (=) | LS (=) | SM (=) | LS (=) | SM (=) | LS (=) | SM (-) | LS (-) |
| | Wetlands | SM | LS | SM (=) | LS (=) | SM (=) | LS (=) | SM (=) | LS (=) | SM (-) | LS (-) |
| | Wildlife Movement | LS | LS | LS (=) | LS (=) | LS (=) | LS (=) | LS (=) | LS (=) | LS (=) | LS (=) |
| | Conservation Planning | LS | LS | LS (=) | LS (=) | LS (=) | LS (=) | LS (=) | LS (=) | LS (=) | LS (=) |
| | Edge Effects | LS | LS | LS (=) | LS (=) | LS (=) | LS (=) | LS (=) | LS (=) | LS (=) | LS (=) |
| | Policy Conformance | LS | LS | LS (=) | LS (=) | LS (=) | LS (=) | LS (=) | LS (=) | LS (=) | LS (=) |
| | Invasive Species | LS | LS | LS (=) | LS (=) | LS (=) | LS (=) | LS (=) | LS (=) | LS (=) | LS (=) |
| Geology | Geologic Hazards | SM | LS | SM (=) | LS (=) | SM (=) | LS | SM (=) | LS (=) | SM (=) | LS (=) |
| | Erosion and Sedimentation | LS | LS | LS (=) | LS (=) | LS (=) | LS (=) | LS (=) | LS (=) | LS (=) | LS (=) |
| | Geologic Stability | LS | LS | LS (=) | LS (=) | LS (=) | LS (=) | LS (=) | LS (=) | LS (=) | LS (=) |

**TABLE S-2**
**COMPARISON OF PROPOSED PROJECT IMPACTS WITH IMPACTS FROM THE PROJECT ALTERNATIVES**

| Environmental Subject | Impact Category | Proposed SYCPU | | No Project: Adopted Community Plan | | Lower-Density | | Higher-Density | | No Calle Primera Extension | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Direct | Cumulative | Direct | Cumulative | Direct | Cumulative | Direct | Cumulative | Direct | Cumulative |
| Historical Resources | Archaeological Resources | SM | LS | SM (=) | LS (=) | SM (=) | LS (=) | SM (=) | LS (=) | SM (-) | LS (-) |
| | Historical Resources | SU | SU | SU (=) | SU (=) | SU (=) | SU (=) | SU (=) | SU (=) | SU (=) | SU (=) |
| | Tribal Cultural Resources | SM | LS | SM (=) | LS (=) | SM (=) | LS (=) | SM (=) | LS (=) | SM (=) | LS (=) |
| Noise | Regulatory Conformance | LS | LS | LS (=) | LS (=) | LS (=) | LS (=) | LS (=) | LS (=) | LS (=) | LS (=) |
| | Noise Levels | SM | LS | SM (-) | LS (=) | SM (-) | LS (-) | SM (+) | LS (+) | SM (-) | LS (-) |
| | Vibration | SM | LS | SM (-) | LS (-) | SM (-) | LS (-) | SM (+) | LS (+) | SM (=) | LS (=) |
| | Construction Noise | LS | LS | LS (=) | LS (=) | LS (=) | LS (=) | LS (=) | LS (=) | LS (=) | LS (=) |
| | Airport Noise | LS | LS | LS (=) | LS (=) | LS (=) | LS (=) | LS (=) | LS (=) | LS (=) | LS (=) |
| Paleontological Resources | Paleontological Resources | SM | LS | SM (=) | LS (=) | SM (=) | LS (=) | SM (=) | LS (=) | SM (-) | LS (-) |
| Transportation/ Circulation | Roadway segments | LS | SU | SU (+) | SU (+) | SU (-) | SU (-) | SU (+) | SU (+) | SU (=) | SU (=) |
| | Intersections | LS | SU | SU (+) | SU (+) | SU (-) | SU (-) | SU (+) | SU (+) | SU (=) | SU (=) |
| | Freeway Segments | LS | SU | SU (+) | SU (+) | SU (-) | SU (-) | SU (+) | SU (+) | SU (=) | SU (=) |
| | Alternative Transportation | LS | LS | SU (+) | LS | SU (+) | LS | LS (=) | LS (=) | LS (=) | LS (=) |

LS: Less than significant
SM: Significant but mitigable
SU: Significant and unavoidable
-: Impact severity reduced relative to the proposed project
+: Impact severity increased relative to the proposed project
=: Impact severity similar to the proposed project

# 1.0 INTRODUCTION

This Program Environmental Impact Report (PEIR) for the proposed San Ysidro Community Plan Update (SYCPU), San Ysidro Historic Village Specific Plan (SYHVSP) and other related planning approvals (collectively referred to throughout this PEIR as the "project" or collectively as "SYCPU") has been prepared by the City of San Diego (City) in accordance with the California Environmental Quality Act (CEQA) Statute and Guidelines (Public Resources Code, Section 21000 et seq. and California Code of Regulations, Title 14, Section 15000, et seq.) and in accordance with the City's *Environmental Impact Report Guidelines* (City of San Diego 2005) and *California Environmental Quality Act Significance Determination Thresholds* (City of San Diego 2011).

The proposed SYCPU analyzed in this PEIR is a comprehensive update of the current San Ysidro Community Plan, which was adopted in 1990 and last amended in 2003. The SYCPU is guided by the framework and policy direction in the City of San Diego General Plan (2008a) and reflects citywide policies and programs from the General Plan for the SYCPU area. The proposed SYCPU would establish land use designations and policies to guide future development consistent with the General Plan. The SYCPU is intended to implement the General Plan policies through the provision of community-specific recommendations. The SYCPU contains the following eight elements: Land Use; Mobility; Urban Design; Economic Prosperity; Public Facilities, Services & Safety; Recreation; Conservation; and Historic Preservation.

The SYCPU would refine and implement the general vision and goals as expressed in the General Plan for the SYCPU area. The SYCPU would provide detailed neighborhood-specific land use, development design guidelines, policies, and numerous other mobility and local guidelines, incentives, and programs in accordance with the goals stated in the General Plan.

The SYHVSP would implement the land use objectives of the SYCPU by creating a mixture of commercial and residential development that encourages the use of the local transit facilities (e.g., ~~trolley~~Trolley and bus service). Residential densities would be increased to allow more people to walk or ride a bike to obtain everyday goods and services as well as access to transit for commuting.

This PEIR incorporates by reference the Final PEIR for the General Plan (State Clearinghouse No. 2006091032; City of San Diego 2008 b) in its entirety. The Final PEIR for the General Plan is available for review at the City's Development Services Department, located at 1222 First Avenue, San Diego, California 92101, and at the following website:

https://www.sandiego.gov/planning/genplan/documents/peir

In addition to City Council adoption of the SYCPU and SYHVSP, the project also includes the following: amendments to the General Plan to incorporate the updated community plan; creation of a Local Coastal Program; amendments to the Land Development Code; amendment to the Land Development Code to repeal the San Ysidro Planned District Ordinance (PDO); and a new Impact Fee Study (IFS) for the plan area to identify funding sources for needed public facilities in the community. These actions form the project for this PEIR.

# 1.1 Purpose and Intended Uses

## 1.1.1 Purpose of the PEIR

The purpose of this PEIR is to:

- Inform governmental decision makers and the general public of the potentially significant environmental effects of proposed activities;
- Identify the ways that environmental damage can be avoided or significantly reduced;
- Reduce environmental impacts by identifying changes in projects through the use of alternatives or mitigation measures; and
- Streamline environmental review for subsequent projects consistent with the SYCPU.

## 1.1.2 Intended Uses of the PEIR

This PEIR is informational in nature, and is intended for use by decision-makers; Responsible or Trustee Agencies, as defined under CEQA; other interested agencies or jurisdictions; and the general public, in evaluating the potential environmental effects, mitigation measures, and alternatives of the proposed project. By recognizing the environmental impacts of these actions, decision-makers will have a better understanding of the physical and environmental changes that would accompany their approval. The PEIR includes recommended mitigation measures which, when implemented, would provide ways to substantially lessen or avoid significant effects of the project on the environment, whenever feasible. Alternatives to the proposed project are presented to evaluate alternative development scenarios that would further reduce or avoid significant impacts associated with the project.

Implementation of the project would require subsequent approval of public or private development proposals (referred to as "future development" in this PEIR) to carry out the land use plan and demonstrate compliance with policies presented in the SYCPU. This PEIR is specifically intended to implement the intent of Section 15183 of the CEQA Guidelines dealing with subsequent approvals of projects which are consistent with a Community Plan for which a PEIR has been prepared. Section 15183(a) states: CEQA mandates that projects which are consistent with the development density established by existing zoning, community plan, or general plan policies for which an EIR was certified shall not require additional environmental review, except as might be necessary to examine whether there are project-specific significant effects which are peculiar to the project or its site. This streamlines the review of such projects and reduces the need to prepare repetitive environmental studies.

In accordance with Section 15183(b), the City will conduct an Initial Study for each subsequent project to determine if any impacts related to the project:

- Are peculiar to the project or the parcel on which the project would be located;
- Are not analyzed as significant effects in the SYCPU PEIR;

- Are potentially significant off-site impacts and cumulative impacts which were not discussed in SYCPU PEIR; or

- Are previously identified significant effects which, as a result of substantial new information which was not known at the time the SYCPU PEIR was certified, are determined to have a more severe adverse impact than discussed in the PEIR."

If the Initial Study finds that any of the above conditions apply, the project will be subject to additional environmental review. If the Initial Study concludes that an impact is not peculiar to the parcel or to the project, has been addressed as a significant effect in the SYCPU PEIR, or can be substantially mitigated by the imposition of uniformly applied development policies or standards, as contemplated by Section 15183(e), then an additional EIR need not be prepared for the project solely on the basis of that impact.

# 1.2 Legal Authority

## 1.2.1 Lead Agency

The City of San Diego is the Lead Agency for the project pursuant to Article 4 (Sections 15050 and 15051) of the CEQA Guidelines. The Lead Agency, as defined by CEQA Guidelines Section 15367, is the public agency which has the principal responsibility for carrying out or approving a project. As Lead Agency, the City of San Diego's Planning Department Environment and Policy Analysis Division conducted an environmental review of the project, and determined that a PEIR was required. The analysis and findings in this document reflect the independent judgment of the City.

## 1.2.2 Responsible and Trustee Agencies

Implementation of the project may require subsequent actions involving responsible and trustee agencies. Responsible agencies, as defined pursuant to CEQA Guidelines Section 15381, are public agencies that may have discretionary approval authority for a project, and include, but are not limited to the United States Army Corps of Engineers (USACE), United States Fish and Wildlife Service (USFWS), California Department of Transportation (Caltrans), San Diego Air Pollution Control District (SDAPCD), and San Diego Regional Water Quality Control Board (RWQCB).

Trustee agencies are defined in Section 15386 of the CEQA Guidelines as state agencies that have jurisdiction by law over natural resources affected by a project that are held in trust for the people of the State of California, including the California Department of Fish and Wildlife (CDFW).

A brief description of some of the primary responsible or trustee agencies that may have an interest in the proposed projects provided below.

**U.S. Army Corps of Engineers:** The USACE has jurisdiction over development in or affecting the navigable waters of the United States, pursuant to two federal laws: the Rivers and Harbors Act of 1889 and the Clean Water Act, as amended. A "navigable water" is generally defined by a blue line as plotted on a United States Geological Survey (USGS) quadrangle map. Projects that include potential dredge or fill impacts to waters of the U.S. are subject to Section 404 of the Clean Water Act. Impacts to waters of the U.S. (defined as direct fill or indirect effects of fill) greater than one-half acre require

a permit. All permits issued by the USACE are subject to consultation and/or review by the USFWS and the United States Environmental Protection Agency (USEPA). No permits from the USACE are required at this time; however, development projects implemented under the proposed project may require review and/or permits in the future.

**U.S. Fish and Wildlife Service:** Acting under the federal Endangered Species Act (ESA), the USFWS is responsible for ensuring that any action authorized, funded, or carried out by a federal agency (such as the USACE) is not likely to jeopardize the continued existence of listed species or modify their critical habitat. Accordingly, the USFWS would provide input to the USACE as part of the Section 404 process. Within areas covered by the City of San Diego's Multiple Species Conservation Program (MSCP) Subarea Plan, the role of the USFWS is limited with respect to species covered under the Subarea Plan. For species covered by the Subarea Plan, the USFWS has granted take authorization to the City for listed species in accordance with the requirements of the MSCP Implementing Agreement, executed between the City, the USFWS, and the CDFW in 1997. For future projects that are consistent with the City's MSCP, the City, therefore, has authority to grant permits for take of covered species and a separate permit is not required from the wildlife agencies. For listed species not included on the MSCP covered species list, the wildlife agencies retain permit authority. No permits from the USFWS are required at this time; however, development projects implemented under the proposed project may require review and/or permits in the future.

**California Department of Fish and Wildlife:** The CDFW has the authority to reach an agreement with an agency or private party proposing to alter the bed, banks, or floor of any watercourse/ stream, pursuant to Section 1600 et seq. of the California Fish and Game Code. The CDFW generally evaluates information gathered during preparation of the environmental documentation, and attempts to satisfy their permit concerns in these documents. Where state listed threatened or endangered species not covered by the City's MSCP occur on a project site, the CDFW would be responsible for the issuance of a Memorandum of Understanding (MOU) to ensure the conservation, enhancement, protection, and restoration of state listed threatened or endangered species and their habitats. No permits from the CDFW are required at this time; however, development projects implemented under the proposed project may require review and/or permits in the future.

**California Department of Transportation:** The SYCPU area is bisected by Interstate (I-) 5 and I-805, and is adjacent to State Route (SR) 905. Caltrans approval would be required for any encroachments into Caltrans right-of-way associated with future projects.

**California Coastal Commission:** The Coastal Act grants the California Coastal Commission (CCC) authority to review and approve plans and projects located within the Coastal Overlay Zone. In the case of community plans (such as the proposed SYCPU) which have lands within the Coastal Overlay Zone, the community plans must include preparation and adoption of a Local Coastal Program (LCP). A city with a certified LCP is able to issue CDPs for projects in conformance with the adopted LCP. The CCC retains authority over some portions of the Coastal Overlay Zone (including deferred certification areas) and is responsible for certification of updated LCPs.

**San Diego Air Pollution Control District:** The County Board of Supervisors sits as the Board of the SDAPCD, which is an agency that regulates sources of air pollution within the county. This is accomplished through an integrated monitoring, engineering, and compliance operation, each of which is a separate division and each is designed to protect the public from the adverse impacts of

polluted air. The SDAPCD would be responsible for issuing permits for construction and operation of future projects.

**San Diego Regional Water Quality Control Board:** The RWQCB regulates water quality through the Section 401 certification process and oversees the National Pollutant Discharge Elimination System (NPDES) Permit No. CA 0108758, which consists of wastewater discharge requirements. No permits from RWQCB are required at this time; however, future development projects may require review and/or permits in the future.

# 1.3 Type, Scope and Content, and Format

## 1.3.1 Type of EIR

This EIR has been prepared as a PEIR, as defined in Section 15168 of the CEQA Guidelines. In accordance with CEQA, this PEIR examines the environmental impacts of the proposed project, which is comprised of a series of actions. The combined actions can be characterized as one large project for the purpose of this study, and is herein referred to as the "proposed project" or "project." The PEIR focuses primarily on the physical changes in the environment that would result from adoption and implementation of the proposed SYCPU and SYHVSP, and other related actions described more fully in Chapter 3.0, *Project Description*, including anticipated general impacts that could result during future construction and operation.

## 1.3.2 PEIR Scope and Content

The scope of analysis for this PEIR was determined by the City as a result of initial project review and consideration of comments received in response to the Notice of Preparation (NOP) circulated November 4, 2015, and a scoping meeting held on November 18, 2015, at 6:30 pm. The NOP for analysis of the proposed project, comment letters received, and comments made during the scoping meeting are included as Appendix A of this PEIR. Through these scoping activities, the proposed project was determined to have the potential to result in significant environmental impacts to the following subject areas:

- Land Use
- Transportation/Circulation
- Air Quality
- Greenhouse Gases
- Noise
- Biological Resources
- Cultural/Historic Resources
- Visual Effects and Neighborhood Character
- Human Health, Public Safety, Hazardous Materials
- Hydrology/Water Quality/Drainage

- Population and Housing
- Public Services and Facilities
- Public Utilities
- Energy
- Geology and Soils
- Paleontological Resources

The intent of this PEIR is to determine whether implementation of the proposed project would have a significant effect on the environment through analysis of all of the issues identified during the scoping process. Each environmental issue area includes a description of the existing conditions and regulations relevant to each environmental topic; presentation of threshold(s) of significance for the particular issue area under evaluation based on the City's Significance Determination Thresholds; an issue statement; an assessment of any impacts associated with implementation of the proposed project; a summary of the significance of any project impacts; and recommendations for mitigation measures, as appropriate. Pursuant to CEQA Guidelines Section 15126, all phases, or in the case of this project, discretionary actions associated with the proposed SYCPU are considered in this PEIR when evaluating its potential impacts on the environment, including the construction of future development and operational phases. Impacts are identified as direct or indirect, short-term or long-term, and assessed on a plan-to-ground basis. The plan-to-ground analysis addresses the changes or impacts that would result from implementation of the proposed project compared to existing ground conditions.

The PEIR includes mandatory CEQA discussion areas as follows: Chapter 6.0 presents a discussion of cumulative impacts, and Chapter 7.0 presents a discussion of growth inducement. Chapter 8.0 presents a brief discussion of the environmental effects of the project which were found not to be potentially significant. Chapter 9.0 discusses significant, unavoidable and irreversible impacts. Potential alternatives to the proposed project are presented in Chapter 10.0.

## 1.3.3 PEIR Format

### 1.3.3.1 Organization

The format and order of contents of this PEIR follow the direction in the EIR Guidelines. A brief overview of the various chapters of this PEIR is provided below:

- **Executive Summary.** Provides a summary of the PEIR, a brief description of the proposed project, identification of areas of controversy, and inclusion of a summary table identifying significant impacts, proposed mitigation measures, and significance of impact after mitigation. A summary of the project alternatives and comparison of the potential impacts of the alternatives with those of the proposed project is also provided.

- **Chapter 1.0, Introduction.** Contains an overview of the legal authority, purpose, and intended uses of the PEIR, as well as its scope and content. It also provides a discussion of the CEQA environmental review process, including public involvement.

- **Chapter 2.0, Environmental Setting.** Provides a description of the proposed project's regional context, location, and existing physical characteristics and land use within the proposed SYCPU area. An overview of available public infrastructure and services, as well as relationship to relevant plans, is also provided in this chapter.

- **Chapter 3.0, Project Description.** Provides a detailed discussion of the proposed project, including background, objectives, key features, and environmental design considerations.

- **Chapter 4.0, History of Project Changes.** Summarizes the evolution of the project through the public involvement process.

- **Chapter 5.0, Environmental Analysis.** Provides a detailed evaluation of potential environmental impacts associated with the proposed project for several environmental and land use issues. The analysis of each issue begins with a discussion of the existing conditions, a statement of specific thresholds used to determine significance of impacts, followed by an evaluation of potential impacts and identification of specific mitigation measures to avoid or reduce any significant impacts. A statement regarding the significance of the impact after mitigation is provided.

- **Chapter 6.0, Cumulative Impacts.** Provides an analysis of the impacts of the proposed project in combination with other planned and future development in the region.

- **Chapter 7.0, Growth Inducement.** Evaluates the potential influence the proposed project may have on economic or population growth within the proposed SYCPU area, as well as the region, either directly or indirectly.

- **Chapter 8.0, Effects Found Not to Be Significant.** Identifies all of the issues determined in the scoping and preliminary environmental review process to be not significant, and briefly summarizes the basis for these determinations.

- **Chapter 9.0, Significant and Unavoidable Impacts/Significant Irreversible Environmental Impacts.** Provides a summary of all of the significant effects identified in Chapter 5.0, whether or not mitigation is available to reduce the impact to less than significant. This chapter also provides a summary of the significant irreversible effects identified in Chapter 5.0 related to use of nonrenewable resources, provision of access into previously inaccessible areas, or hazards.

- **Chapter 10.0, Alternatives.** Provides a description of alternatives to the proposed project, including: No Project (Adopted Community Plan) Alternative, Lower-Density Alternative, Higher-Density Alternative, and No Calle Primera Extension Alternative.

- **Chapter 11.0, Mitigation Monitoring and Reporting Program.** Documents all the mitigation measures identified in the PEIR.

- **Chapter 12.0, References Cited.** Lists all of the reference materials cited in the PEIR.

- **Chapter 13.0, Individuals and Agencies Consulted.** Identifies all of the individuals and agencies contacted during preparation of the PEIR.

- **Chapter 14.0, Certification Page.** Identifies all of the agencies, organizations, and individuals responsible for the preparation of the PEIR.

#### 1.3.3.2 Technical Appendices

Technical reports, used as a basis for much of the environmental analysis in the PEIR, have been summarized in the PEIR, and are included as appendices to this PEIR. The technical reports prepared for the project and their location in the PEIR are listed in the table of contents.

The technical appendices are available for review at the City Planning Department located at 1010 Second Avenue, Suite 1200, San Diego, California 92101, and on the website for the San Ysidro Community Plan Update:

http://www.sandiego.gov/planning/community/cpu/sanysidro/

#### 1.3.3.3 Incorporation by Reference

As permitted by CEQA Guidelines Section 15150, this PEIR has referenced several technical studies and reports. Information from these documents has been briefly summarized in this PEIR, and their relationship to this PEIR described. These documents are included in Chapter 12.0, *References Cited*, and are hereby incorporated by reference, and are available for review at the City Planning Department, located at 1010 Second Avenue, Suite 1200, San Diego, California 92101.

- City of San Diego General Plan (City of San Diego 2008a);
- City of San Diego Program Environmental Impact Report for the General Plan (Final PEIR) (City of San Diego 2008b);
- City of San Diego Municipal Code including: the LDC (Chapters 11-15); the San Ysidro Planned District (Chapter 15, Article 18, Division 1) (City of San Diego 2008e);
- City of San Diego San Ysidro Community Plan and Local Coastal Program, as amended (City of San Diego 1990); and
- MSCP Subarea Plan (City of San Diego 1997a).

## 1.4 PEIR Process

The City, as Lead Agency, is responsible for the preparation and review of this PEIR. The PEIR review process occurs in two basic stages. The first stage is the Draft PEIR, which offers the public the opportunity to comment on the document, while the second stage is the Final PEIR.

### 1.4.1 Draft PEIR

The Draft PEIR ~~is~~ was distributed for review to the public and interested and affected agencies for a review period of 45 days for the purpose of providing comments "on the sufficiency of the document in identifying and analyzing the possible impacts on the environment and ways in which the significant effects of the project might be avoided and mitigated" (Section 15204, CEQA

Guidelines). In accordance with Sections 15085 and 15087 (a) (1) of the CEQA Guidelines, upon completion of the Draft PEIR a Notice of Completion ~~has been~~was filed with the State Office of Planning and Research and Notice of Availability of the Draft PEIR issued in the San Diego Transcript, a newspaper of general circulation in the area.

The Draft PEIR and all related technical studies ~~a~~were available for review at the offices of the City's Planning Department and on the website for the San Ysidro Community Plan Update:

http://www.sandiego.gov/planning/community/cpu/sanysidro/

Copies of the Draft PEIR ~~a~~were also available at the public libraries in the City, as listed in Table 1-1, *List of Libraries for Distribution of Draft PEIR*.

**TABLE 1-1**
**LIST OF LIBRARIES FOR DISTRIBUTION OF DRAFT PEIR**

| Branch Name | Location |
|---|---|
| Central Library | 330 Park Boulevard |
| San Ysidro Branch Library | 101 West San Ysidro Boulevard |

## 1.4.2 Final PEIR

~~Comments addressing the scope and adequacy of the environmental analysis are being solicited during the Draft PEIR public review. Following the end of the public review period, the City, as Lead Agency, will~~As Lead Agency, the City has prepared written responses ~~provide written responses~~ to comments received on the Draft PEIR per CEQA Guidelines Section 15088. All comments and responses will be considered in the review of the PEIR. Detailed responses to the comments received during public review, Findings of Fact, and a Statement of Overriding Considerations for impacts identified in the Draft PEIR as significant and unmitigable ~~will be~~ have been prepared and compiled as part of the PEIR finalization process. The Final PEIR will be available for public review at least 14 days before the City Council hearing in order to provide commenters the opportunity to review the written responses to their comment letters. The culmination of this process ~~is~~ will be a public hearing where the City Council will determine whether to certify the Final PEIR and adopt the Mitigation Monitoring and Reporting Program (MMRP), Findings of Fact, and Statement of Overriding Considerations as being complete and in accordance with CEQA.

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# 2.0 ENVIRONMENTAL SETTING

## 2.1 Regional Setting

The SYCPU area encompasses a total of 1,863 acres in the southernmost part of the City adjacent to the international border with Mexico to the south (Figure 2-1, *Regional Location Map*). The area is urbanized and largely comprised of residential neighborhoods and commercial centers with the residential neighborhoods generally bounded by freeways and with the commercial uses closest to the international border. Major regional transportation corridors bisect the community, including I-5, I-805, and SR-905, as well as the Blue Line of the San Diego Trolley.

Topographically, much of the SYCPU area is moderately level; however, a sharp rise in topography occurs immediately east of I-5 in the area of the international border crossing and its border with Otay Mesa. The Tijuana River floodplain comprises most of the planning area south and west of I-5.

## 2.2 Project Location

The proposed project area (also referred to as SYCPU area) is generally bounded by SR-905 and Otay Mesa-Nestor community on the north, the Tijuana River Valley on the west, the Otay Mesa community on the east, and international border with Mexico on the south (Figure 2-2, *Project Vicinity Map [Aerial Photograph,]* and Figure 2-3, *Project Vicinity Map [USGS Topography]*).

## 2.3 Existing Physical Characteristics

### 2.3.1 Land Use

#### 2.3.1.1 Existing Land Use

**a. SYCPU**

San Ysidro contains a mix of residential, commercial, industrial, institutional, recreational, and open space uses. The predominant land use in the SYCPU area is residential, with multi-family developments comprising the majority of housing in the SYCPU area. Residential land uses within the SYCPU area are located within five residential neighborhoods identified in the Adopted Community Plan, including the Southern, East Beyer and Hill Street, El Pueblito Viejo, Sunset, and the "Suburbs" neighborhoods. These specific residential neighborhoods are described in Section 5.1, *Land Use*.

Commercial uses primarily occur within the commercial districts along San Ysidro Boulevard and Camino de la Plaza, as well as the international border. Commercial uses along San Ysidro Boulevard generally consist of one to two-story buildings that functions as downtown with neighborhood commercial uses. Visitor-serving commercial development is located along Camino de la Plaza, particularly near the Port of Entry (POE), and includes larger shopping malls, restaurants, insurance, money exchanges, and gas stations. Other main commercial corridors in the SYCPU area include Border Village Drive, Beyer Boulevard, and Dairy Mart Road. Industrial uses are limited in the SYCPU area and generally occur in three areas, including along Calle Primera, Beyer Boulevard (just south

of SR-905), and Border Village Road. Industrial developments mostly consist of multi-tenant, industrial parks containing mostly warehouse, light manufacturing, and distributing uses. Other land uses include institutional (schools), recreational (parks), open space, and transportation.

**b. SYHVSP**

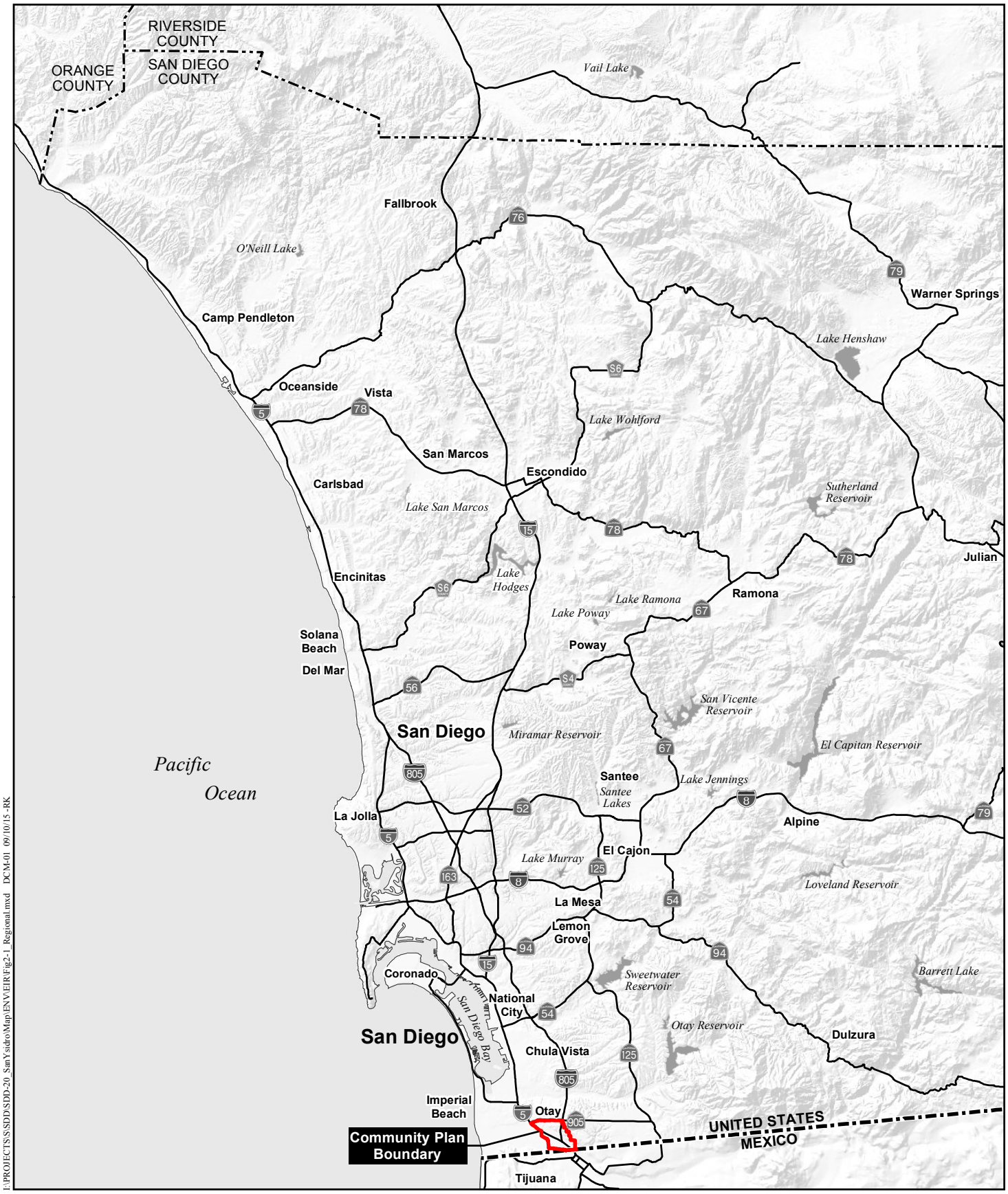
The SYHVSP area encompasses essentially the same area as the El Pueblito Viejo neighborhood included in the Adopted Community Plan. The SYHVSP covers approximately 112 acres, and is bound by I-805 on the east, I-5 on the south, Smythe Avenue on the west, and West Foothill Road and parcels on the north side of Beyer Boulevard on the north. This area occurs within the geographic center of the SYCPU area, and is primarily comprised of residential older homes. Residential uses are mostly single-family with several units on one lot, bungalow courts, and small-scale attached units. Several larger multi-family developments, on two or more consolidated lots, are also located in this area. Commercial uses are located along San Ysidro Boulevard, Beyer Boulevard, and East Olive Drive. In addition, a linear park (San Ysidro Community Park) is located between West Park Avenue and East Park Avenue that includes a recreation center, senior center, library, gymnasium, tennis and basketball courts, tot lot, and sports fields. The Beyer Trolley Station and the San Ysidro Health Center is located within the SYHVSP area.

#### 2.3.1.2 Surrounding Land Uses

The SYCPU area is adjacent to the Otay Mesa-Nestor community on the north, the Tijuana River Valley on the west, the Otay Mesa community on the east, and the international border with Mexico on the south. The Otay Mesa-Nestor community is urbanized and mostly comprised of residential uses, with some commercial and industrial uses along with schools and parks. The Tijuana River Valley is a floodplain that contains wetland and riparian areas along with a mixture of rural housing, agricultural fields, and equestrian facilities. The Otay Mesa community is a developing area that is envisioned to be a major employment center and two residential village areas. Otay Mesa currently contains residential communities, Brown Field Municipal Airport, industrial/commercial uses, and salvage yards. Directly to the south is Tijuana, Mexico, which is highly urbanized with commercial and residential uses just across the border.

### 2.3.2 Geography/Topography

The SYCPU area is located within the coastal portion of the Peninsular Ranges Geomorphic Province, which extends approximately 920 miles from the Los Angeles Basin to the southern tip of Baja California, and varies in width from approximately 30 to 100 miles. Local topographic conditions vary, with generally level terrain in the southern extent of the SYCPU area (i.e., the Tijuana River floodplain), level to gently sloping areas in the central and northern portions of the SYCPU area, and generally moderate slopes in the areas east of I-805. Elevations within the SYCPU area range from approximately 45 feet above mean sea level (amsl) in the lower-lying southern area to 380 feet amsl in portions of the sloping terrain east of I-805. The overall grade within the SYCPU area is to the south-southwest, with local variations due to site-specific topography.




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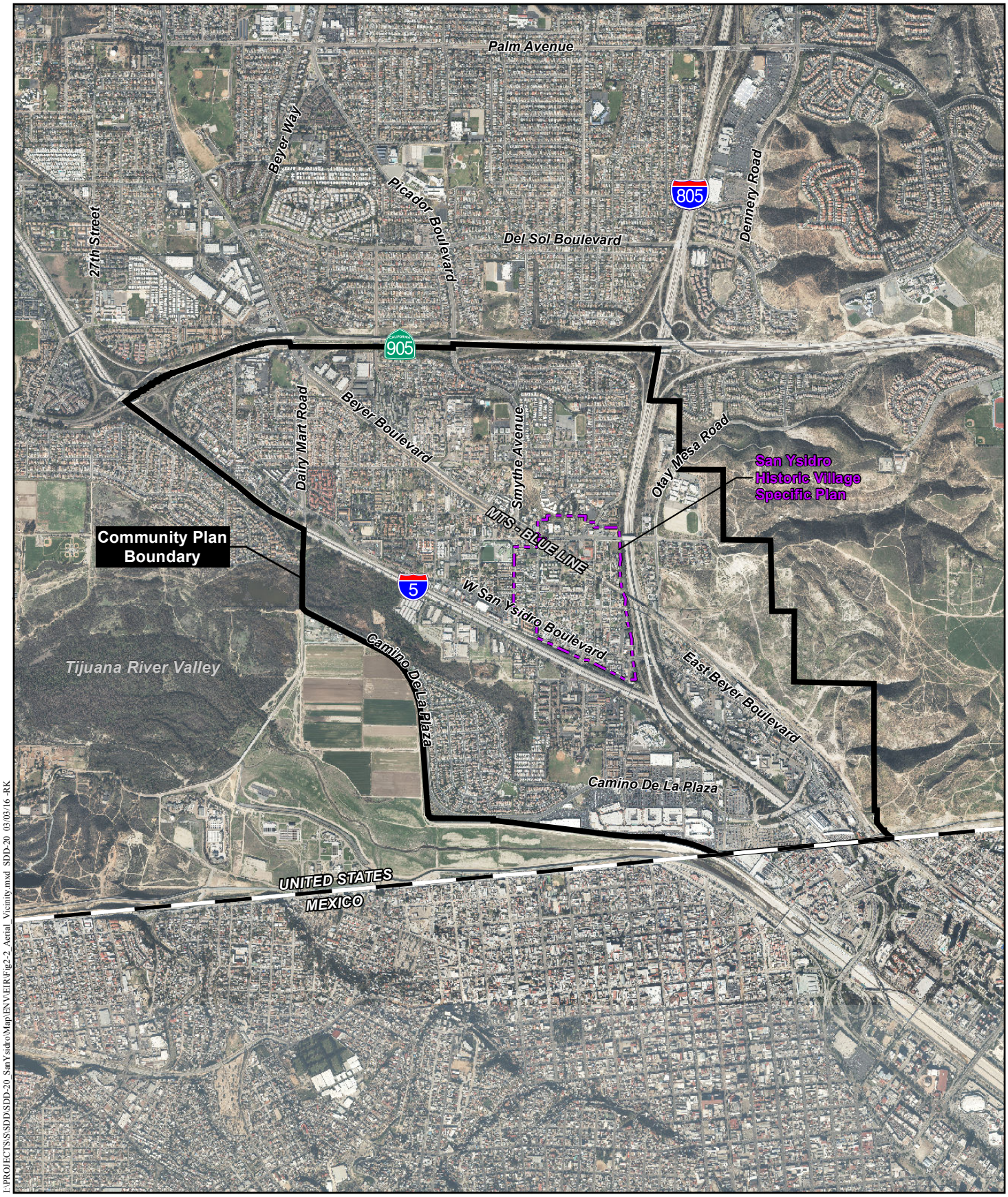
# Regional Location Map

SAN YSIDRO COMMUNITY PLAN UPDATE

HELIX Environmental Planning

N 0 8 Miles

Figure 2-1




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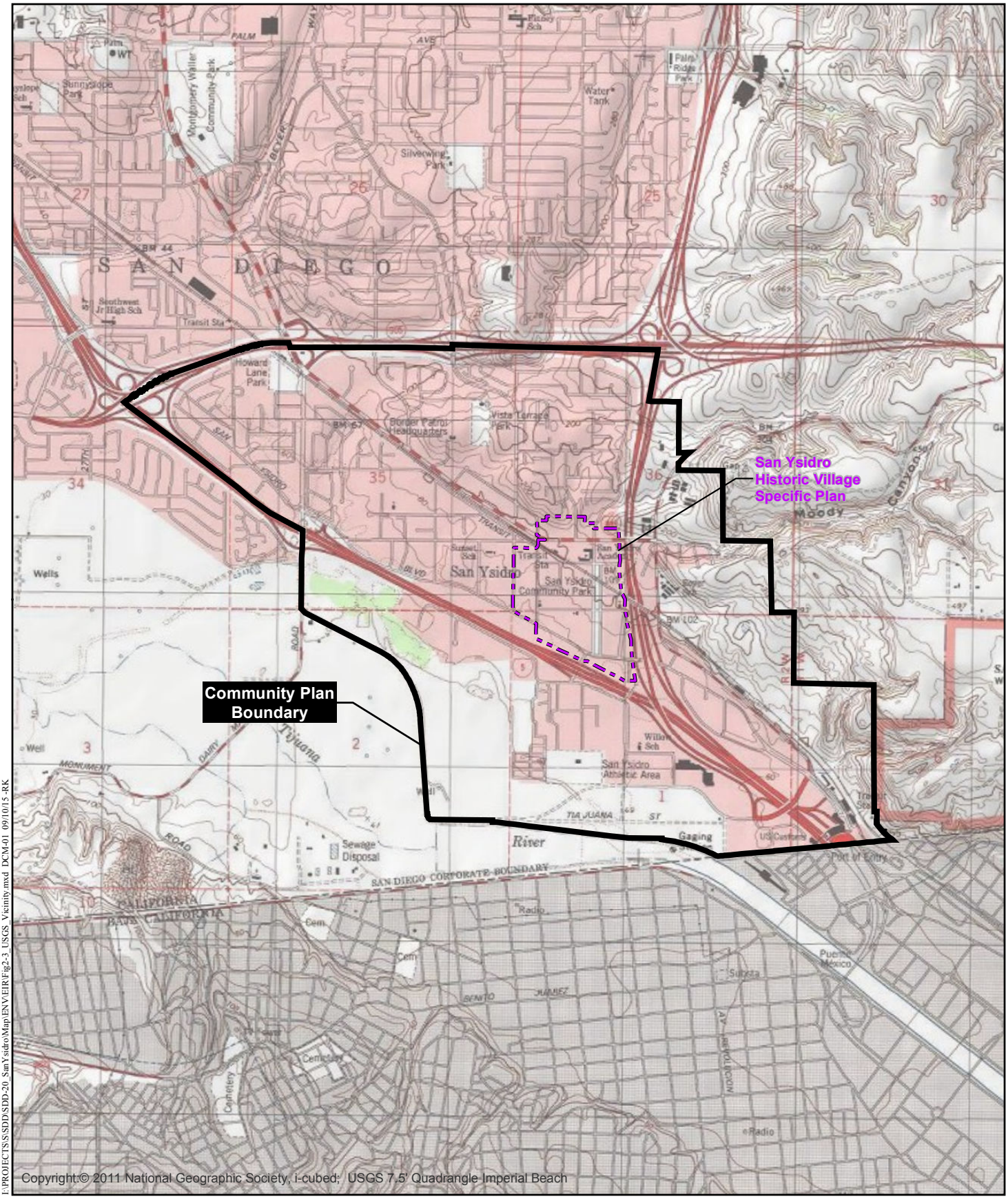
# Project Vicinity Map (Aerial Photograph)

SAN YSIDRO COMMUNITY PLAN UPDATE

HELIX Environmental Planning

N 0 2,500 Feet

Figure 2-2




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# Project Vicinity Map (USGS Topography)

SAN YSIDRO COMMUNITY PLAN UPDATE

HELIX Environmental Planning

N 0 2,500 Feet

Figure 2-3

### 2.3.3 Geology and Paleontology

Geologic and surficial units identified within the SYCPU area include the Tertiary Otay and San Diego formations; Quaternary Lindavista and Bay Point formations, landslide deposits, alluvium/colluvium, and topsoils; and recent artificial fill. The Otay Formation is present along slopes in the eastern portion of the SYCPU area, and exhibits a high potential for the occurrence of sensitive paleontological resources. The San Diego Formation occurs in portions of the northern and eastern SYCPU area, and exhibits a high potential for the occurrence of sensitive paleontological resources. The Lindavista Formation is widely exposed along and near the eastern SYCPU boundary, and exhibits a moderate potential for the occurrence of sensitive paleontological resources. The Bay Point Formation and an associated unnamed sandstone unit occur in much of central portion of the SYCPU area, and exhibit a high potential for the occurrence of sensitive paleontological resources. Alluvium and colluvium are mapped in much of the Tijuana River Valley and larger drainage channels, and exhibit a low potential for the occurrence of sensitive paleontological resources. Native topsoils occur in undeveloped portions of the SYCPU area, and exhibit no potential for the occurrence of sensitive paleontological resources. Artificial fill is present in much of the SYCPU area in association with development such as structures and roadways, and exhibits no potential for the occurrence of sensitive paleontological resources.

### 2.3.4 Drainage

Storm water runoff from a majority of the SYCPU area drains in a southwesterly direction to the Tijuana River, and is conveyed through the Tijuana River Valley to the Tijuana River Estuary along the southern edge of San Diego, California, ultimately discharging to the Pacific Ocean. Principal drainage courses include portions of several local named (Moody) and unnamed canyons in the eastern area, and unnamed creeks located south of SR-905 and I-5 (all of which are tributary to the Tijuana River). The flow path of the Tijuana River is south of the SYCPU area, and does not go through the San Ysidro community; however, a tributary of the Tijuana River, known as the Old Tijuana River, is located in a westerly portion of the SYCPU area. Runoff is conveyed towards the Tijuana River via drainage facilities that are located north of the international border.

Based on flow characteristics towards the Tijuana River, the SYCPU area can be divided into three drainage regions, including the Southeast, Central, and Northwest (with the name denoting the area within the SYCPU that each covers). The Southeast Drainage Region encompasses approximately 137 acres, the Central Drainage Region encompasses approximately 1,551 acres, and the Northwest Drainage Region encompasses approximately 175 acres.

### 2.3.5 Water Quality

The SYCPU area is mostly developed and is highly impervious. Because storm water runoff originating in the SYCPU area is conveyed to the receiving water (i.e., the Tijuana River) in streets, gutters, cross gutters, and storm drain systems with little to no opportunity for infiltration, all of the pollutants in runoff originating in the SYCPU area are conveyed to the receiving water. Current land uses in the SYCPU area include a mixture of residential, commercial business, industrial uses, governmental agencies/institutional, park, and open spaces. Typical pollutants that can be expected from these land uses include sediment, nutrients, heavy metals, organic compounds, trash and debris, oxygen demanding substances, oil and grease, bacteria and viruses, and pesticides.

The receiving waters for the SYCPU area that are currently listed as impaired (based on the 2010 303(d) List) include the Tijuana River; Tijuana River Estuary; and Pacific Ocean Shoreline, Tijuana Hydrologic Unit. Specific pollutants for these receiving waters are discussed further in Section 5.10, *Hydrology, Water Quality, and Drainage*. With the majority of existing development established prior to adoption of storm water regulations requiring protection and treatment of storm water runoff, existing BMPs for protection of stormwater runoff quality within the SYCPU area are limited, and therefore further contribute to the existing impairments for which it is listed. The only exception would be storm water runoff from industrial sites that have implemented best management practices (BMPs) required by the Industrial Storm Water General Permit or individual waste discharge requirements (WDRs) issued by the San Diego RWQCB, or from redevelopment projects constructed within approximately the last 12 years, since the City adopted its Storm Water Standards Manual in 2003, potentially requiring certain development projects classified as "Priority Development Projects" to include permanent post-construction BMPs in the project.

## 2.3.6 Historical Resources

San Ysidro is within the traditional territory of the Kumeyaay people. The Kumeyaay of the prehistoric and contact periods inhabited San Diego County from Agua Hedionda Lagoon in Carlsbad south into Baja California and from the Pacific Ocean east to the Salton Sea. The Native American Heritage Commission (NAHC) verified that there are identified sacred lands within the vicinity of the SYCPU area.

Nine archaeological resources have been previously recorded within the SYCPU area; of these, seven are prehistoric and two are historic. The prehistoric resources include three lithic quarry sites, three lithic scatters, and one temporary campsite. The historic resources consist of one refuse deposit and one cattle feed lot with building foundations and walls and a debris scatter. Three buildings within the SYCPU area are listed on the San Diego Historic Register as determined by the City of San Diego Historical Resources Board (HRB): the El Toreador Motel (HRB Site #236), the San Ysidro Public Library (HRB Site #451), and the Harry and Amanda Rundell House (HRB Site #820). The U.S. Customs House located on the international border is listed in the National Register of Historic Properties for its architecture and political role. There are no known human remains within the SYCPU area.

## 2.3.7 Biological Resources

There are 16 vegetation communities/land cover types present in the SYCPU area, including: freshwater marsh, mule fat scrub, southern willow riparian forest, riparian scrub, tamarisk scrub, disturbed wetland, unvegetated basin, maritime succulent scrub, maritime succulent scrub-disturbed, Diegan coastal sage scrub, Diegan coastal sage scrub-disturbed, saltbush scrub, non-native grassland, eucalyptus woodland, disturbed habitat, and developed. All of these except, eucalyptus woodland, disturbed habitat, and developed are considered sensitive vegetation communities.

The majority of the SYCPU consists of developed land with little to no sensitive or special status biological resources. In the eastern and western portions of the SYCPU area, however, there are tracts of land that support sensitive and special status biological resources, including portion of the Tijuana River Valley referred to as the Dairy Mart Ponds, south of I-5 and east of Dairy Mart Road,

and the hillside area east of I-805. The Tijuana River Valley Dairy Mart Ponds contains wetlands and sensitive riparian vegetation communities that potentially support federal and state listed species. The undeveloped hillside area east of I-805 contains sensitive upland vegetation communities that potentially support several special status species. Specific information on sensitive biological resources in the SYCPU area is described in Section 5.6, *Biological Resources*.

## 2.3.8 Transportation

### 2.3.8.1 Roadways and Access

Three highways provide regional access to the SYCPU area, including I-5, I-805, and SR-905. I-805 is located in the eastern and southern portions of the SYCPU area, and provides access in a north-south direction. Within San Ysidro, I-805 has one local interchange at San Ysidro Boulevard, and provides southbound travelers an exit opportunity at Camino de la Plaza. I-5 is located in the western and southern portions of the SYCPU, and is aligned in a north-south direction. Within San Ysidro study area, I-5 has three local interchanges at Camino de la Plaza, Via de San Ysidro, and Dairy Mart Road/San Ysidro Boulevard. I-805 and I-5 converge in the southern portion of the SYCPU area, and terminate at the POE at the border. SR-905 runs east-west along the northern SYCPU boundary and connects I-5 with the Otay Mesa POE to the east. SR-905 has two local interchanges within the San Ysidro community, including at Beyer Boulevard and Picador Boulevard.

Major roadways in the SYCPU area include San Ysidro Boulevard, the principle thoroughfare and commercial district within the community, Camino de la Plaza, Beyer Boulevard, East Beyer Boulevard, Dairy Mart Road, Smythe Avenue, Del Sur Boulevard, Border Village Road, Via de San Ysidro, Calle Primera, and Willow Road.

### 2.3.8.2 Alternative Transportation

Transit service and facilities are located within the SYCPU area. The Blue Line of the San Diego Trolley traverses the middle of the SYCPU area in a northwest to southeast direction; two stations are located in San Ysidro, including the San Ysidro Transit Center Trolley Station near the POE and the Beyer Boulevard Trolley Station. Two Metropolitan Transit System (MTS) bus routes (906 and 907) serve the community with stops along Beyer Boulevard, Cottonwood Road, San Ysidro Boulevard, Camino de la Plaza, Willow Road, Calle Primera, and Howard Avenue. Additionally, privately-operated intercity buses and taxis provide transportation services within the community.

In addition to transit, bikeways and pedestrian sidewalks exist within the SYCPU area. Bikeways exist along portions of Camino de la Plaza, East Beyer Boulevard, Beyer Boulevard, Smythe Avenue, Dairy Mart Road, and Otay Mesa Road. Sidewalks exist along most local roadways, and a pedestrian bridge at the POE provides additional east-west connections over the freeways.

The South Line portion of the San Diego Arizona Eastern (SD&AE) Railway provides an essential rail connection for the region's freight operations between the U.S.-Mexico border at San Ysidro, the Port of San Diego, and Downtown San Diego. MTS operates the Trolley Blue Line using the South Line railway for most hours of the day. During nighttime hours, however, the South Line functions as a freight line and operates on the tracks within the SYCPU area.

### 2.3.9 Air Quality/Climate

The project area is located within the San Diego Air Basin (SDAB) of the SDAPCD. Local climate for the San Diego region, including the SYCPU area, is influenced by proximity to the Pacific Ocean and semi-permanent high-pressure systems that result in warm, dry summers and mild, occasionally wet winters. The average annual precipitation for the area is approximately 10 inches, falling primarily from November to April. Winter mean low temperatures average 57 degrees Fahrenheit (°F), and summer mean high temperatures average 69°F. The dominant meteorological feature affecting the region is the Pacific High Pressure Zone, which produces the prevailing westerly to northwesterly winds blowing pollutants away from the coast toward inland areas.

The SYCPU area is currently a source of anthropogenic greenhouse gases, with emissions generated by vehicular traffic and by the energy use, water use and solid waste disposal practices of existing development.

## 2.4 Public Infrastructure

The SYCPU area is served by a variety of public facilities and services, including utilities such as water and sewer, and solid waste collection, processing and disposal. A brief summary of key public services and facilities is provided below. Analysis of the potential environmental effects of the proposed SYCPU related to public infrastructure is discussed further in Section 5.12, *Public Services*, and Section 5.13, *Public Utilities*.

### 2.4.1 Public Services and Facilities

#### 2.4.1.1 Parks and Recreation

Currently, the SYCPU contains 41.63 usable acres of park and park equivalencies. San Ysidro Athletic Area/Larsen Field is the largest community park and recreation facility in the SYCPU area, and includes the Cesar Chavez Recreation Center, a nearly 13,000-square-foot facility containing a gymnasium, kitchen, and a multipurpose meeting room. The park grounds include multi-purpose fields, children's play areas, and picnic areas. San Ysidro Community Park is a nearly 3-acre park adjacent to the San Ysidro Library which includes a recreation center, senior center, gymnasium, tennis courts, basketball courts, and a landscaped picnic area. Neighborhood parks include Coral Gate Neighborhood Park, Howard Lane Neighborhood Park, and Vista Terrace Neighborhood Park. These parks serve their respective neighborhoods with turf areas, play areas, and picnic facilities.

#### 2.4.1.2 Libraries

The SYCPU area is currently served by one San Diego Public branch library. The San Ysidro Branch Library is located at 101 W. San Ysidro Boulevard. Based on the 15,000-square-foot requirement of the General Plan, the San Ysidro Branch Library is deficient in dedicated library space. There are plans to build a new facility with approximately 15,000 square feet to replace the 4,000-square-foot existing library.

#### 2.4.1.3 Schools

The SYCPU area is served by three school districts, including the South Bay Union School District (SBUSD), the San Ysidro School District (SYSD), and the Sweetwater Union High School District (SUHSD). The SBUSD and SYSD serve the community's preschool through eighth grade students, and the SUHSD serves the community's high school students from 9th to 12th grade. A total of eight public schools are located within the SYCPU area and five additional public schools serve the SYCPU area (but are located outside of the SYCPU area. No new school facilities are currently planned within the SYCPU area; however, all development projects within the city are required to pay school fees as mandated by state law to accommodate the needs of public schools serving existing and future students.

#### 2.4.1.4 Fire Protection

Fire protection services to the SYCPU area are provided by the San Diego Fire-Recue Department (SDFD). In addition to fire protection services, the SDFD also provides Emergency Medical Services (EMS). The responding fire stations to the proposed SYCPU area include:

- Station 29 located at 198 West San Ysidro Boulevard;
- Station 6 located at 693 Twining Avenue; and
- Station 30 located at 2265 Coronado Avenue.

San Diego Fire-Rescue Department Engine District 29 is the first responder to the SYCPU area. Fire Station 29 serves San Ysidro and its surrounding areas, totaling 6.21 square miles. This station includes a fire engine, aerial truck, brush engine, and medic rescue rig. No new fire stations are planned within the SYCPU area.

#### 2.4.1.5 Police Protection

The SYCPU area is currently patrolled by Beats 712 and 714 in the Southern Division of the San Diego Police Department (SDPD). The Southern Division Police Substation is located approximately one mile northwest of the SYCPU area at 1120 27th Street, in the Otay Mesa-Nestor community. The Police Department does not staff individual stations based on population ratios.

### 2.4.2 Utilities

#### 2.4.2.1 Water

The City's Public Utilities Department (PUD) provides potable service to the SYCPU area via existing public water mains located within the streets and private water lines that connect laterally to the public water mains.

#### 2.4.2.2 Sewer

The City's PUD collects and treats wastewater generated in the SYCPU area through an existing sewer system. Wastewater collected is conveyed through various interceptors and pipelines to pump stations, and then to the Pacific Ocean via outfalls.

#### 2.4.2.3 Solid Waste

Solid waste generated in the SYCPU area is collected by private franchised haulers, and taken to one of the following facilities: West Miramar Sanitary Landfill, Otay Landfill, or Sycamore Sanitary Landfill. Miramar and Sycamore landfills are both located in the City, while Otay Landfill is located in the County of San Diego. Recycling services are also provided by these haulers, and recycled materials are processed at several materials recovery facilities in and around the City.

#### 2.4.2.4 Electricity/Natural Gas

San Diego Gas & Electric (SDG&E) provides electricity and natural gas to the SYCPU area.

## 2.5 Planning Context

Development projects are guided by the City's General Plan, and more specifically by the current San Ysidro Community Plan. In addition, various other City, regional, and state plans, programs, and ordinances regulate the development of land within San Diego. The western portion of the proposed SYCPU area is located within the State Coastal Overlay Zone Boundaries, as defined by the Coastal Act. A detailed evaluation of the proposed CPU's consistency with relevant plans and ordinances is provided in Section 5.1of this PEIR.

# 3.0 PROJECT DESCRIPTION

The SYCPU is an update to the current community plan, which was adopted in 1990. Approval of the SYCPU would establish land use designations and policies to guide future development consistent with the City's General Plan (2008a). The SYCPU is intended to implement the General Plan policies through the provision of community-specific recommendations. Rezoning and amendments to the Land Development Code are also proposed that would rezone certain properties, repeal the San Ysidro PDO, and update zoning regulations within the plan area. An updated IFS would be adopted with the SYCPU to identify financing for public facilities needed in the community.

The SYHVSP is also proposed as part of the project. The SYHVSP includes the general area identified as the El Pueblito Viejo neighborhood in the Adopted Community Plan. The SYHVSP is designed to implement the goals and policies of the General Plan and the SYCPU. The land use designations within the SYHVSP mirror those of the SYCPU. The SYHVSP identifies applicable zoning, development standards and regulations, provides policy design and direction, identifies necessary infrastructure improvements, and provides implementation measures for the development within the SYHVSP area.

## 3.1 San Ysidro Community Plan Update

### 3.1.1 Relationship to General Plan

The City Council adopted the General Plan in 2008. The General Plan does not change land use designations or zoning on individual properties, but rather provides policy direction for future community plan updates, discretionary project review, and implementation programs. The General Plan expresses a citywide vision and provides a comprehensive policy framework for how the City should grow and develop, provide public services, and maintain the qualities that define it.

The proposed SYCPU is intended to further express General Plan policies within the San Ysidro community through the provision of site-specific recommendations that implement citywide goals and policies, address community needs, and guide zoning. Specific General Plan policies are referenced within the proposed SYCPU to emphasize their relevance and significance in the community, though all General Plan policies are applicable and the proposed SYCPU would be consistent with all policies and objectives. The two documents are intended to work together to establish the framework for growth and development within the San Ysidro community. The Land Development Code (LDC) implements the Community Plan policies and recommendations through zoning and development regulations. This PEIR provides analysis and evaluation of all relevant land use and environmental issues associated with the proposed SYCPU and associated land use and zoning amendments, as described in greater detail in this chapter.

### 3.1.2 Project Background

The San Ysidro Community Plan encompasses a total of 1,863 acres within the City's southern tip, adjacent to Otay Mesa-Nestor, Otay Mesa, the Tijuana River Valley, and the international border with Mexico. San Ysidro is a long-standing community of Mexican heritage, uniquely situated along the international border. San Ysidro's location, adjacent to Mexico, provides opportunities for cultural

exchange and commerce, serving both the tourist and the resident population. The San Ysidro Land Port of Entry is one of the world's busiest land ports and directly impacts the community of San Ysidro.

## 3.1.3 Community Involvement in the Planning Process

The SYCPU process included extensive community and policymaker engagement. The process began in 2010 with a series of visioning workshops in the community to discuss community values and develop a set of planning principles that were used as criteria in developing the proposed SYCPU. The City formed the Community Plan Update Advisory Committee to work with the San Ysidro Community Planning Group to solicit community input and to assist in issue identification and development of plan goals and policies for the update to the Community Plan. In addition, the City held numerous individual stakeholder meetings, conducted a walk audit, set up booths at community festivals, completed a community survey, and made presentations to community groups and organizations. The goals of this outreach included:

- Enhance community participation and input;
- Integrate consensus building with the planning process;
- Strengthen community partnerships;
- Provide learning opportunities to improve mobility, housing, recreation, access, and quality of life issues for residents, businesses, and visitors; and
- Gather and integrate community input and feedback.

## 3.1.4 Project Objectives

The project objectives for the project are:

- Establish an attractive international border destination for residents, businesses, and visitors.
- Enhance and leverage bicultural and historic traditions and diversity.
- Provide a plan with a mix of land uses that serves residents, generates prosperity, and capitalizes on visitor traffic.
- Increase mobility for pedestrians, cyclists, transit, and automobiles through a border intermodal center, new linkages at key points, and a strong pedestrian focus.
- Identify locations for urban parks, plazas, promenades, and venues that support a variety of events and gatherings.
- Expand park and recreation opportunities, including trail options, and joint use opportunities, promoting a healthy, active community.

- Incorporate sustainability practices, policies, and design features that reduce greenhouse gas emissions, address environmental justice, and contribute to a strong economy.
- Provide a lively, pedestrian-friendly, healthy environment where kids can walk safely to school.
- Facilitate the development of the San Ysidro Historic Village.
- Craft a clear and practical implementation strategy.

## 3.1.5 SYCPU Components

The SYCPU contains the following eight elements:

- Land Use;
- Mobility;
- Urban Design;
- Economic Prosperity;
- Public Facilities, Services & Safety;
- Recreation;
- Conservation; and
- Historic Preservation.

Each of these elements identifies a series of goals and policies intended to guide future development within the San Ysidro community. The following discussion provides an overview of each element along with an explicit list of the goals associated with each Element. Due to the large number of policies identified in each of the elements, the key focus of the policies is summarized. As appropriate, specific policies which may result in environmental impacts or could function to reduce potential environmental impacts are cited in Chapter 5.0, *Environmental Analysis*.

### 3.1.5.1 Land Use Element

The Land Use Element establishes the distribution and pattern of land uses throughout the community along with associated residential densities. The Land Use Element also contains community-specific policies for the future development of residential, commercial/mixed-use, institutional, and village-designated areas within the San Ysidro community. The Land Use Element identifies the following goals:

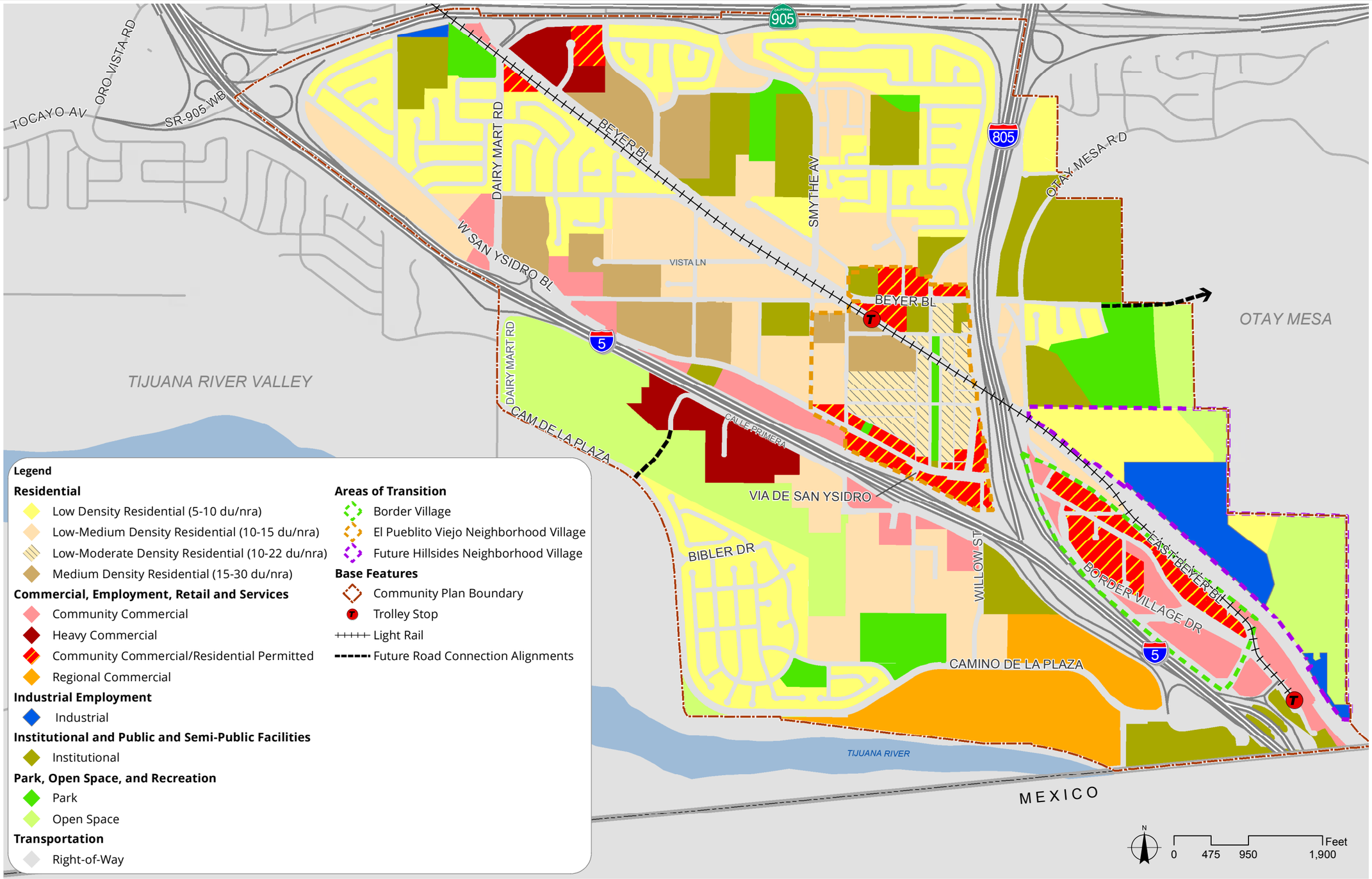
- A community of Mexican heritage, which offers excellent education, job, housing, health services, and recreational opportunities.
- A grand gateway linking Mexico to the United States and the City of San Diego.

- A safe and healthy living environment with a diverse mix of housing opportunities and land uses.
- Residential densities, which retain the character and scale of the San Ysidro community, and offer new housing opportunities for all income levels.
- Opportunities for market rate, upscale housing, and affordable housing.
- San Ysidro Historic Village, a community village, which provides access to first class social services, transit, and cultural amenities.
- A vibrant commercial and entertainment Border Village.
- An intermodal transit facility at the border.
- A community with acceptable noise levels.

The Land Use Element establishes a series of land use designations to guide development. The land use designations which would be applied to the community are depicted in Figure 3-1, *Land Use Plan*, and Table 3-1, *Land Use Designations*.

**TABLE 3-1**
**LAND USE DESIGNATIONS**

| Designation | Density Range (du/ac or FAR) | Description |
|---|---|---|
| Residential-Low | 5-10 du/ac | Provides for both single-family and multifamily housing within a low- medium-density range. |
| Residential-Low Medium 1 | 10-15 du/ac | Provides for both single-family and multifamily housing within a low- moderate-density range. |
| Residential-Low Medium 2 | 10-22 du/ac | Provides for multifamily housing within a medium-density range in the San Ysidro Historic Village. |
| Residential -Medium | 15-30 du/ac | Provides for multifamily housing within a medium-density range. |
| Community Commercial (Residential Permitted) | 0 - 44 du/ac<br>1.0-3.0 FAR | Provides for shopping areas with retail, service, civic, and office uses for the community. It can also be applied to Transit Corridors where multifamily residential uses could be added to enhance the viability of existing commercial uses. |
| Community Commercial (Residential Prohibited) | 0 - 44 du/ac<br>1.0-3.0 FAR | Provides for shopping areas with retail, service, civic, and office uses for the community. |
| Regional Commercial | 1.0 FAR | Serves an area beyond the community, with a wide variety of uses, including commercial service, civic, retail, office, and limited industrial uses. |
| Heavy Commercial | 2.0 FAR | Provides for retail sales, commercial services, office uses, and heavier commercial uses such as wholesale, distribution, storage, and vehicular sales and service. |




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Source: SYCPU 2016

# Land Use Plan

SAN YSIDRO COMMUNITY PLAN UPDATE

Figure 3-1

HELIX Environmental Planning

**TABLE 3-1**
**LAND USE DESIGNATIONS**
**(continued)**

| Designation | Density Range (du/ac or FAR) | Description |
|---|---|---|
| Institutional | N/A | Provides a designation for uses that are identified as public or semi-public facilities in the community plan and which offer public and semi-public services to the community. Uses may include but are not limited to colleges, university campuses, communication and utilities, transit centers, schools, libraries, police and fire facilities, post offices, park-and-ride lots, government offices and civic use. |
| Neighborhood Village | 15 - 44 du/ac<br>.75-3.0 FAR | Provides housing in a mixed-use setting and convenient shopping, civic uses, as an important component, and services. |
| Light Industrial | 2.0 FAR | Allows a wider variety of industrial uses by permitting a full range of light manufacturing and research and development uses, and adding other industrial uses such as storage and distribution and transportation terminals. Multi-tenant industrial uses and corporate headquarters office uses are permitted. Otherwise, only limited office or commercial uses should be permitted which are accessory to the primary industrial use. Heavy industrial uses that have significant nuisance or hazardous effects are excluded. |
| Population Based Parks | N/A | Provides for areas designated for passive and/or active recreational uses, such as community parks and neighborhood parks. It will allow for facilities and services to meet the recreational needs of the community as defined by the community plan. |
| Open Space | N/A | Provides for the preservation of land that has distinctive scenic, natural or cultural features; that contributes to community character and form; or that contains environmentally sensitive resources. Applies to land or water areas that are undeveloped, generally free from development, or developed with very low-intensity uses that respect natural environmental characteristics and are compatible with the open space use. Open Space may have utility for primarily passive park and recreation use; conservation of land, water, or other natural resources; historic or scenic purposes; visual relief; or landform preservation. |

Notes: du/ac = dwelling units per acre; FAR = floor area ratio

As illustrated in Table 3-2, *Land Use Designation Distribution*, much of the plan area (~~41~~ 34 percent) is designated for residential uses, with an additional five percent commercial use where residential would be permitted. The SYCPU estimates that the residential component of the plan result in a population of ~~38,559~~ 38,700 at buildout.

Commercial and industrial uses comprise ~~20~~ 14 and ~~3~~ 2 percent, respectively. A total of ~~11~~ 9 percent of the plan area is designated for institutional uses. Parks and Open Space cover ~~5~~ 4 and ~~13~~ 9 percent of the area, respectively. The balance is occupied by transportation facilities.

**TABLE 3-2**
**LAND USE DESIGNATION DISTRIBUTION**

| Land Use Designation | Area (acres) | % of Total |
|---|---|---|
| Low Density Residential (5-10 dwelling units/net acre) | ~~303~~308 | ~~23~~17 |
| Low-Medium Density Residential (10-15 dwelling units/net acre) | 219 | ~~16~~12 |
| Low-Moderate Density Residential (10-22 dwelling units/net acre) | ~~32~~30 | 2 |
| Medium Density Residential (15-30 dwelling units/net acre) | 84 | ~~6~~5 |
| Community Commercial (Residential Permitted) | 60 | ~~5~~3 |
| Community Commercial (Residential Prohibited) | ~~78~~66 | ~~6~~4 |
| Regional Commercial | 91 | ~~7~~5 |
| Heavy Commercial | ~~26~~38 | 2 |
| Industrial | 38 | ~~3~~2 |
| Open Space | ~~177~~161 | ~~13~~9 |
| Park | ~~68~~70 | ~~5~~4 |
| Institutional | ~~144~~160 | ~~11~~9 |

Note: Including freeway and trolley rights-of-way, the total planning area acreage is approximately 1,863 acres.

In an effort to encourage cohesive neighborhoods, the Land Use Element establishes a series of districts. As illustrated in Figure 3-2, *Land Use Districts*, a total of 10 districts are identified including five distinct residential neighborhoods, two neighborhood villages, two commercial districts; and the Port of Entry.

In addition to the overall goals identified earlier, the Land Use Element establishes more specific goals for land use types within the community including housing, commercial and industrial, institutional and public facilities, village areas, port of entry, hillsides, and noise.

### Housing

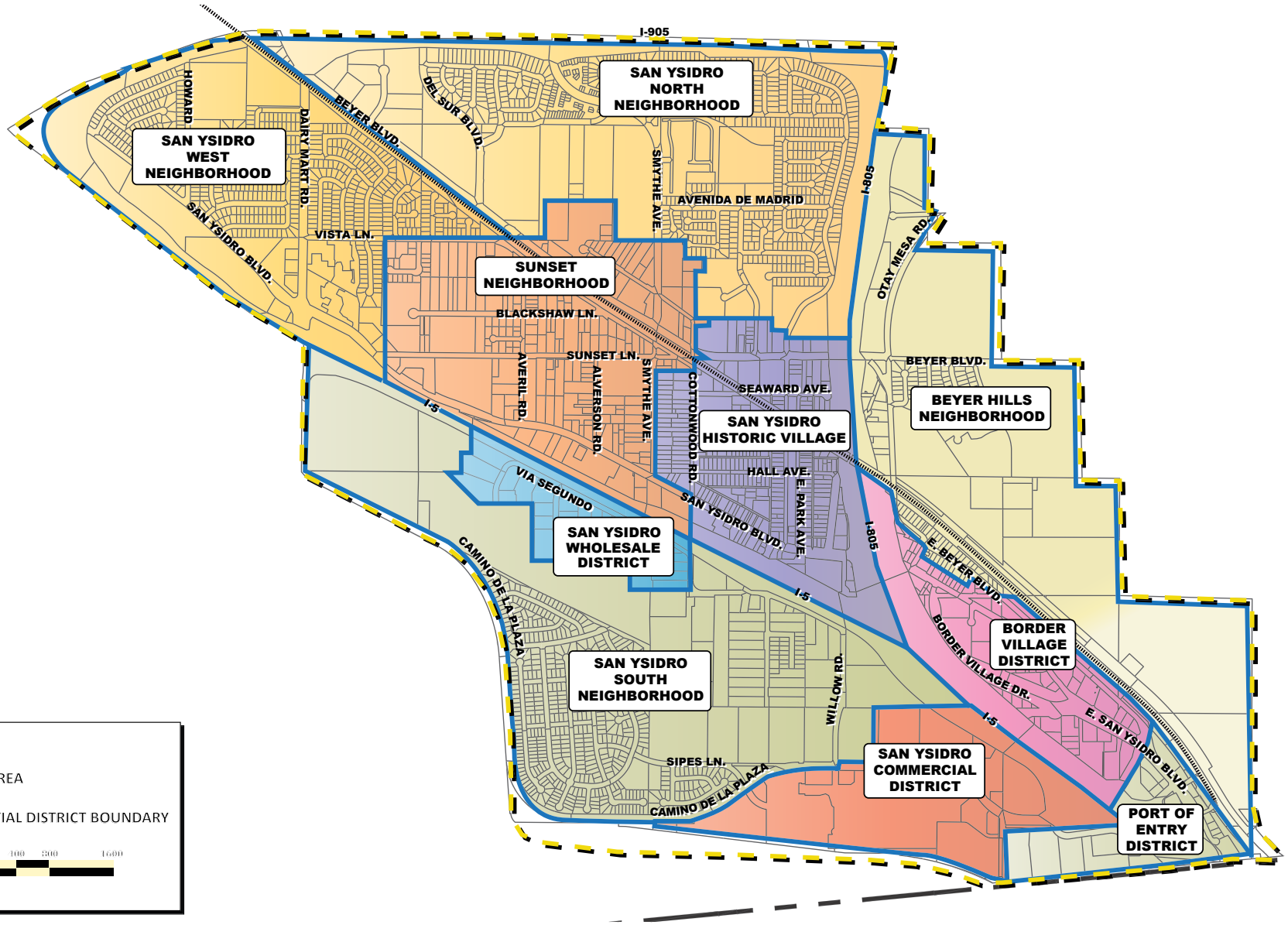
Housing policies are designed to develop housing that responds to the surrounding neighborhoods, preserves and rehabilitates existing single-family homes and assures adequate services including schools, parks and shopping. The policies also incorporate the goal of the City's Housing Element to ensure the development of sufficient new housing for all income groups and significantly increase the number of affordable housing opportunities.

### Commercial and Industrial

Commercial and industrial policies emphasize the importance of accommodating the local, regional, and bi-national needs of the community.

### Institutional and Public Services

Institutional and public services policies focus on promoting institutional uses, including vocational schools, to provide local opportunities for continuing education.




Source: SYCPU 2016

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# Land Use Districts

SAN YSIDRO COMMUNITY PLAN UPDATE

Figure 3-2

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**Village Areas**

The Land Use Element identifies two neighborhood village areas referred to as: (1) San Ysidro Historic Village (SYHV) and (2) Border Village (BV). Each of these village areas are designed to implement the City's General Plan City of Villages Strategy by combining land uses in a manner that enhances sustainability features.

The SYHV is located in the heart of the community and is designed to build on the central role the area has played in the community. Development within the SYHV will be guided by the proposed SYHVSP. A more detailed discussion of the SYHVSP is provided in Section 3.2. Specific policies established for the SYHV include implementing a mixed-use village concept, developing a parking lot associated with the Beyer Trolley Station into a mixed-use housing project, encouraging commercial development along Beyer Boulevard, between North Lane and Alaquinas Drive, to form a more cohesive neighborhood-serving center.

The primary goal for the Border Village is to reestablish the area as a tourist and visitor destination based on the concept of a "Mexican Village" including restaurants, performance space, and a theater.

**Port of Entry**

The Land Use Element establishes policies that are aimed at complementing the port of entry activities and accommodating improvements planned by the local, state, and federal agencies. The land to the east of the port of entry is designated to accommodate existing and planned transportation facilities that are being planned by the San Diego Association of ~~Area~~ Governments (SANDAG), including the future Intermodal Transit Center (ITC). New commercial development will be encouraged near and integrated in to the ITC.

**Hillside Areas**

Recognizing the geologic constraints facing development of the hillsides in the eastern portion of the Beyer Hills Neighborhood (see Figure 3-2), the Land Use Element requires a specific plan be prepared for the area prior to any development to assure a comprehensive approach to remediating the geologic constraints. Other policies include preserving conservation areas identified by the City's MSCP Subarea Plan. Clustering development is encouraged to minimize impacts on natural resources. Policies are also proposed which would encourage mixed-use including a variety of housing types, retail development and parks.

**Noise**

The Land Use Element is intended to protect noise-sensitive lands uses, such as residences, schools, lodging, libraries, religious facilities, nursing homes, playgrounds, and parks. To achieve this goal, policies are included which would encourage the siting of structures to minimize noise impacts from major noise sources such as automobiles, trolleys, and freight trains. Where major noise sources cannot be avoided, policies are established which call for the noise attenuation to achieve noise levels identified in the Noise Element of the General Plan.

### 3.1.5.2 Mobility Element

The Mobility Element is intended to improve mobility throughout the community through the development of a balanced multi-modal transportation network. To this end, the Element sets forth goals and policies relating to walkable communities, transit first, street and freeway systems, Intelligent Transportation Systems (ITS), Transportation Demand Management (TDM), bicycling, parking management, airports, and passenger and freight rail. The Mobility Element promotes the concept of "complete streets," in which roadways are designed and operated to enable safe, attractive, and comfortable access and travel for all users including pedestrians, bicyclists, motorists, and public transport users.

The overall goals of the Mobility Element include:

- Pedestrian-friendly facilities throughout the community with emphasis on the San Ysidro Historic Village and Border Village areas in order to minimize or reduce pedestrian/vehicle conflicts.
- A complete, safe, and efficient bicycle network that connects community destinations and links to surrounding communities and the regional bicycle network.
- High-quality public transit as the preferred transportation mode for employees and residents centered on transit oriented development and individuals using the border crossing.
- A circulation system that provides for complete streets and adequate capacity and improved regional access for vehicle traffic.
- An ITC at the border.
- Interagency coordination to provide additional comprehensive mobility strategies and opportunities, funding sources, and inter-jurisdictional cooperation.
- Efficient use of parking resources through parking management strategies that support more intensive land uses around the San Ysidro Historic Village, Border Village, and Port of Entry areas.
- Safe and efficient truck access to the San Ysidro Freight Yard, industrial sites located at the northeastern part of the community, and the commercial sites along Calle Primera, west of Via de San Ysidro.
- Wayfinding programs to support efficiency and enhance use of all transportation modes.

In addition to the overall mobility goals identified above, the Mobility Element establishes more specific policies related to walkability, transit, streets, bicycles, rail freight, the POE, and ITC. Each of these is discussed below.

**Public Transit**

The Mobility Element contains a number of policies designed to encourage the use of public transit within the community. Emphasis is placed on enhancing existing bus and ~~trolley~~Trolley stops through the installation of curb extensions, shelters, additional seating, lighting, and landscaping. Policies are also included to promote use of transit by improving access by pedestrians and bicyclists and encouraging higher intensity development within one mile of the transit stations/centers.

**Streets and Freeways**

The Mobility Element establishes policies which are intended to enhance the capacity of the existing street system to accommodate the automobile, specifically for regional access, while minimizing the need to expand the street network. In general, this goal will be achieved by invoking policies that encourage alternatives to the private automobile including public transit, walking, and biking.

The planned classifications at buildout for major streets within the Plan area are illustrated on Figure 3-3, *Proposed Roadway Classification Changes*.

The Mobility Element identifies changes in some of the street classifications in the Adopted Plan, shown in Table 3-3, *Proposed Roadway Classification Change*s, which are intended to facilitate the movement of cars as well as pedestrians and bicyclists through the community. In addition, the Element recommends improvements to specific roadway segments.

**TABLE 3-3**
**PROPOSED ROADWAY CLASSIFICATION CHANGES**

| Roadway Segment | Adopted | Proposed |
|---|---|---|
| Beyer Blvd | | |
| SR-905 WB Off-ramp to Dairy Mart Road | 4 Lane Major | 4 Lane Collector |
| Dairy Mart Road to Del Sur Blvd | 4 Lane Major | 2 Lane Collector (with TWLT) |
| Del Sur Blvd to Cottonwood Road | 4 Lane Major | 2 Lane Collector (with TWLT) |
| Dairy Mart Rd | | |
| Beyer Blvd to S. Vista Lane | 4 Lane Major | 4 Lane Collector |
| S. Vista Lane to W. San Ysidro Blvd | 4 Lane Major | 4 Lane Collector |
| Servando Ave to Camino de la Plaza | 4 Lane Collector | 2 Lane Major Arterial |
| Via De San Ysidro | | |
| W. San Ysidro Blvd to I-5 NB Ramps | 4 Lane Major | 4 Lane Collector |
| I-5 NB Ramps to Calle Primera | 4 Lane Major | 4 Lane Collector |
| Camino De La Plaza | | |
| I-5 SB Ramps to E. San Ysidro Blvd | 4 Lane Collector | 4 Lane Major Arterial |
| E. Beyer Blvd | | |
| Beyer Blvd to Center St | 4 Lane Collector | 2 Lane Collector |
| Center St to E. San Ysidro Blvd | 4 Lane Collector | 2 Lane Collector |

**TABLE 3-3**
**PROPOSED ROADWAY CLASSIFICATION CHANGES**
**(continued)**

| Roadway Segment | Adopted | Proposed |
|---|---|---|
| W. San Ysidro Blvd | | |
| Sunset Lane to Averil Road | Modified 4 Lane Collector | 2 Lane Collector (with TWLT) |
| Averil Road to Smythe Ave | Modified 4 Lane Collector | 2 Lane Collector(with TWLT) |
| Smythe Ave to Cottonwood Road | 2/3 Lane Major | 2 Lane Collector (with TWLT) |
| Cottonwood Road to Via de San Ysidro | 2/3 Lane Major | 2 Lane Collector |
| E. San Ysidro Blvd | | |
| I-805 NB Ramps to Border Village Road (west) | 4 Lane Major | 4 Lane Collector |
| Border Village Road (west) to Border Village Road (east) | 4 Lane Major | 2 Lane Collector |
| Border Village Road (east) to E. Beyer Blvd/Camino de la Plaza | 4 Lane Major | 5 Lane Major Arterial |
| Border Village Road | | |
| San Ysidro Blvd to San Ysidro Blvd | 4 Lane Major | 2 Lane Collector |
| Willow Road | | |
| Calle Primera to Camino de la Plaza | 4 Lane Collector | 2 Lane Collector |

The Mobility Element also identifies a modified alignment for a proposed roadway connection included in the Adopted San Ysidro Community Plan (Adopted Plan), which would connect Calle Primera with Camino de la Plaza. The Mobility Element identifies a preferred alignment (Via Tercero) (Option 3) located to the northwest of the alignment shown on the Adopted Plan (Bibler Drive) (Option 1). The Mobility Element also identifies an intermediate alignment located between the preferred alignment and the adopted alignment (Option 2). The three alignments are illustrated in Figure 3-4, *Calle Primera Alignment Options*.

### Walkability

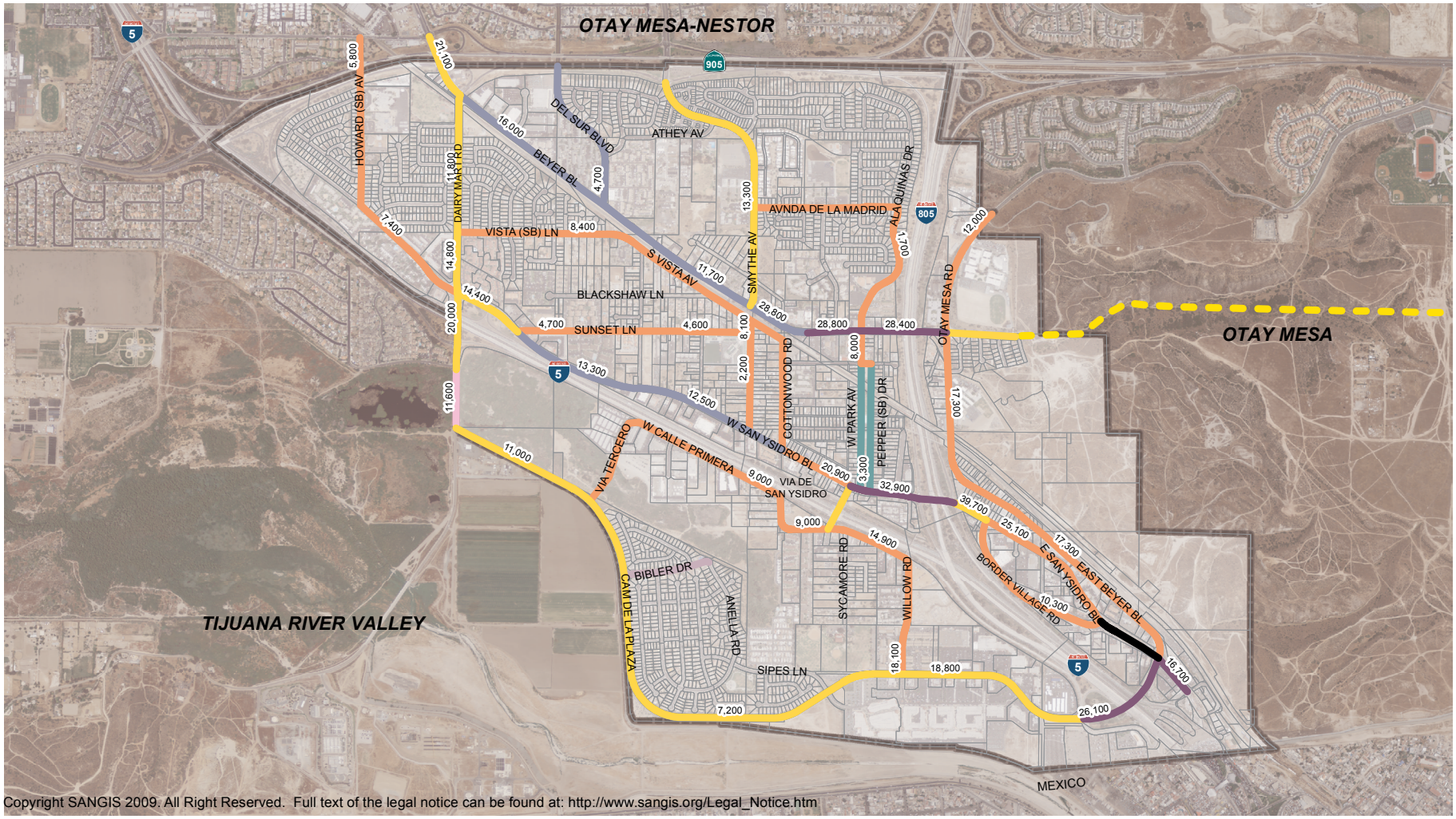
The Mobility Element includes a series of modifications to the existing roadways to promote walkability (see Figure 3-5, *Pedestrian Improvements*). In general, the improvements include improved pedestrian bridges, new or improved sidewalks, and traffic calming measures.

### Bicycling

The locations of existing and planned bicycle facilities are illustrated in Figure 3-6, *Bicycle Facility Improvements*. Policies to encourage biking in the community include promoting the construction of bicycle facilities along key roadways and implementing bike share programs and providing bicycle storage facilities.

### Goods Movement/Freight Circulation

The Mobility Element establishes policies aimed at accommodating the movement of commercial trucks through the community and minimizing disruption of residential areas. Specific policies focus on adopting a truck route to facilitate access to existing and future industrial/commercial areas and




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LEGEND

- 5 Lane Major Arterial
- 4 Lane Major Arterial
- 2 Lane Major Arterial
- 4 Lane Collector
- 4 Lane Collector (per Otay Mesa Community Plan)
- 2 Lane Collector (no fronting property)
- 2 Lane Collector (with TWLT)
- 2 Lane Collector (Multi-family, commercial-industrial fronting)
- 1 Lane Collector
- Community Plan Boundary
- Parcel Boundaries

Source: SYCPU 2016

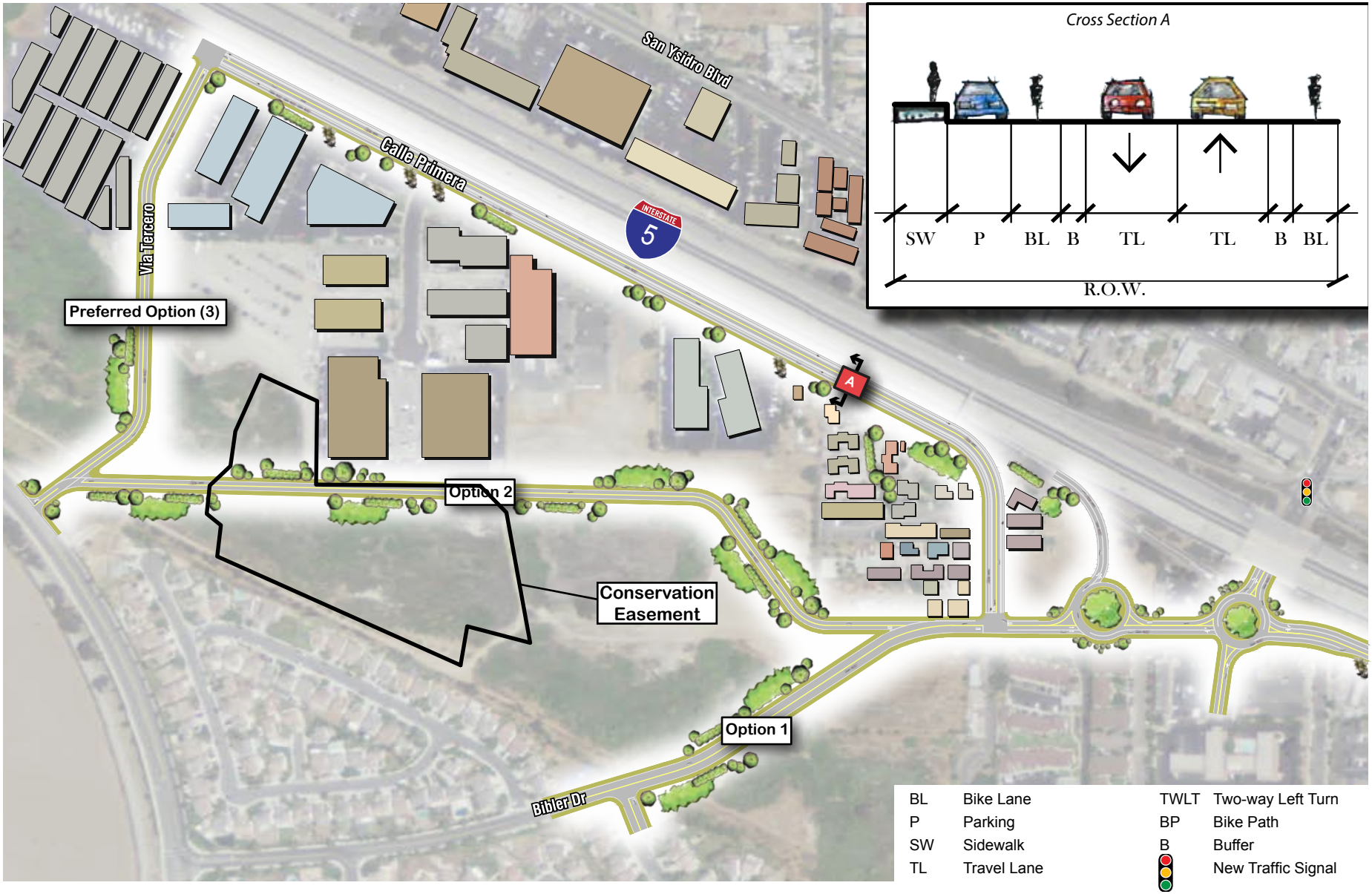
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# Proposed Roadway Classification

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Figure 3-3




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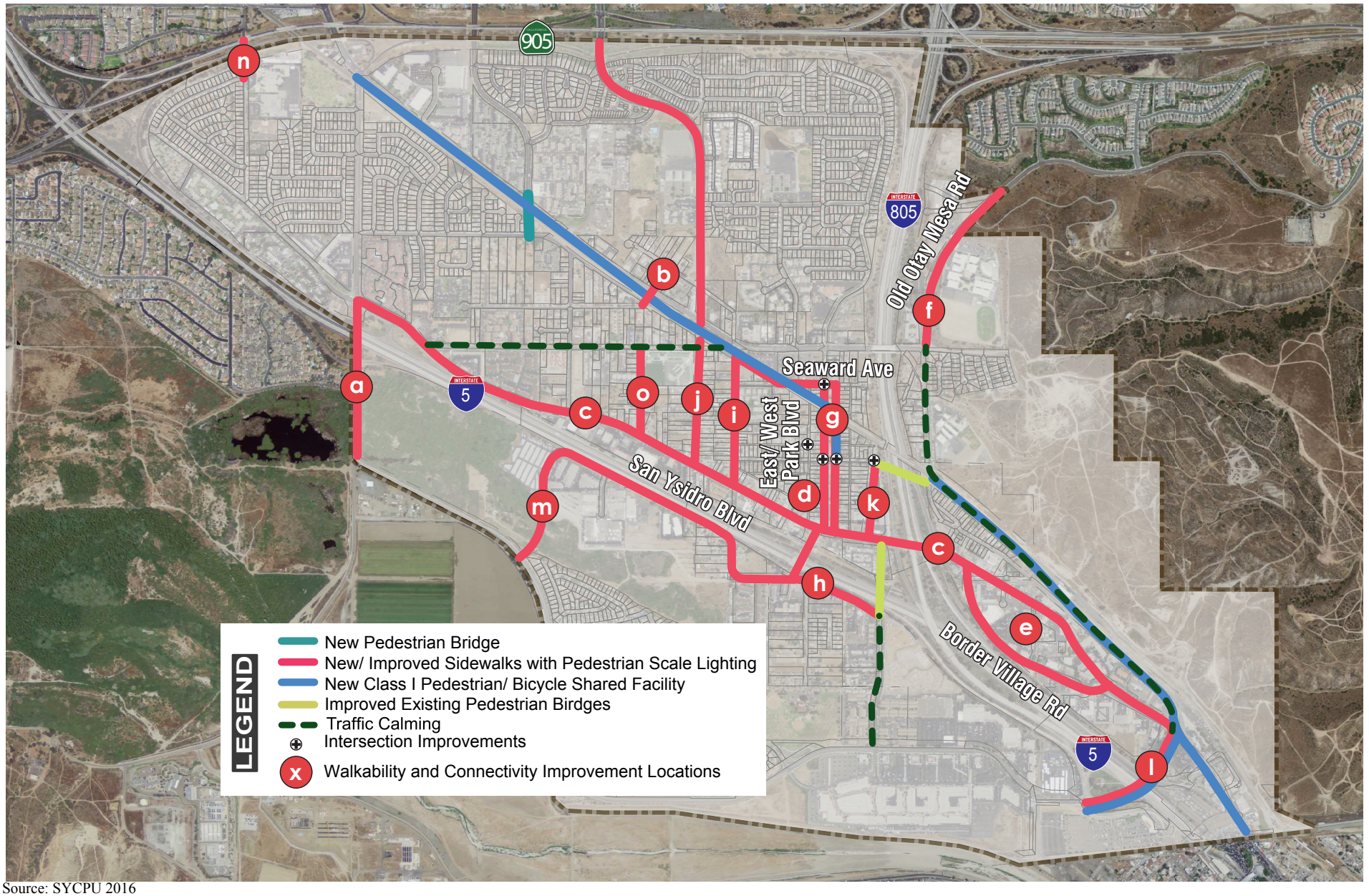
Source: SYCPU 2016

# Calle Primera Alignment Options

SAN YSIDRO COMMUNITY PLAN UPDATE

HELIX Environmental Planning

Figure 3-4




Source: SYCPU 2016

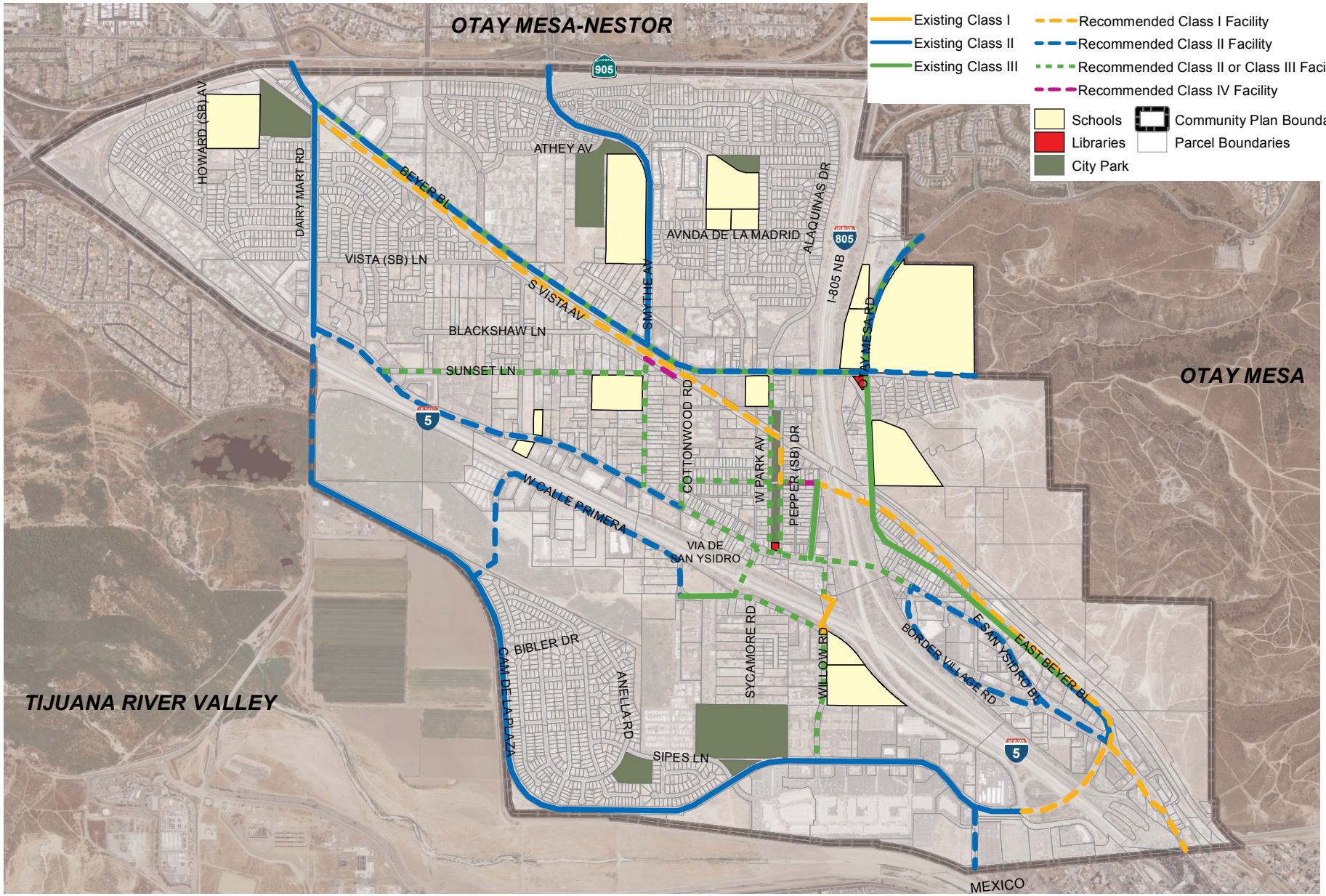
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# Pedestrian Improvements

SAN YSIDRO COMMUNITY PLAN UPDATE

HELIX Environmental Planning

Figure 3-5




Source: SYCPU 2016

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# Bicycle Facility Improvements

SAN YSIDRO COMMUNITY PLAN UPDATE

HELIX Environmental Planning

Figure 3-6

requiring adequate loading spaces within commercial and industrial development to minimize vehicles loading and minimize storage spillover onto adjacent streets.

**Intelligent Transportation Systems (ITS)**

The Mobility Element encourages implementation of ITS technology to facilitate traffic movement through the community including traffic signal coordination, traffic and real-time transit information, smart parking technologies, and transit priority measures.

**Land Port of Entry**

The Mobility Element recognizes the major role that the Port of Entry plays with respect to mobility within the community. Working with the United States General Service Administration (GSA) to incorporate mobility improvements that will enhance multi- modal mobility throughout the Port of Entry, while maintaining safety and security is encouraged as is working with SANDAG to implement the ITC. Parking structures are also encouraged to efficiently meet parking demands without dedicating too much land for public parking.

### 3.1.5.3 Urban Design Element

The Urban Design Element is intended to establish goals and policies that enhance the urban fabric of San Ysidro while retaining the historic elements that contribute to the overall character of the community.

The overarching theme of the Urban Design Element is to develop a more connected San Ysidro; to foster a community that consists of a well- planned and implemented social, visual, and physical network of interaction opportunities and defined places. The Urban Design Element establishes direction for village design, neighborhoods, community gateways and linkages, streetscapes and pedestrian orientation, and other unique San Ysidro attributes. Figure 3-7, *Urban Design Elements*, illustrates the key urban design features in the community.

Overall goals established in the Urban Design Element include:

- San Ysidro's operation as a grand gateway, linking Mexico to the United States and the City of San Diego.
- Public walkways, alleys, public space, and pedestrian bridges that link San Ysidro neighborhoods.
- Convenient and well-located public gathering spaces.
- Lively public plazas within village areas that create opportunities for fiestas, gatherings, and community events.
- Village areas that provide an attractive atmosphere for local craftsmen and artisans to live, work, and market their products.
- Distinct neighborhoods and districts with unique streetscape themes, wayfinding solutions, and public art.

- Access to a range of transit opportunities, public space, public and government services, and visitor serving commercial uses within the Port of Entry District.
- An ITC within the Port of Entry District to efficiently serve the needs of commuters, visitors, and transit riders.
- A community-oriented character in the San Ysidro Historic Village with a mix of residential, commercial, and civic uses.
- Opportunities for a range of commercial uses to attract tourists and shoppers from the region at large within the Border Village, San Ysidro Commercial, and the Port of Entry Districts.
- Family-oriented restaurants and entertainment opportunities in the Border Village District.

In addition to these over-arching goals, the Urban Design Element establishes a broad range of policies intended to maintain and enhance the overall and individual character of the community. These policies fall into the following categories.

**Distinctive Neighborhoods**

The Community Plan recognizes the importance of established neighborhoods within the community and establishes a series of policies intended to retain and enhance existing neighborhoods by encouraging reuse and rehabilitation of existing buildings and sensitivity of new construction to the architecture, bulk, and scale of existing buildings.

**Development Design**

The Element establishes a series of policies to guide the scale, massing, and articulation of new development to encourage it to reflect the character of the surrounding development. Policies are established for a broad range of land use types including residential, commercial, and industrial.

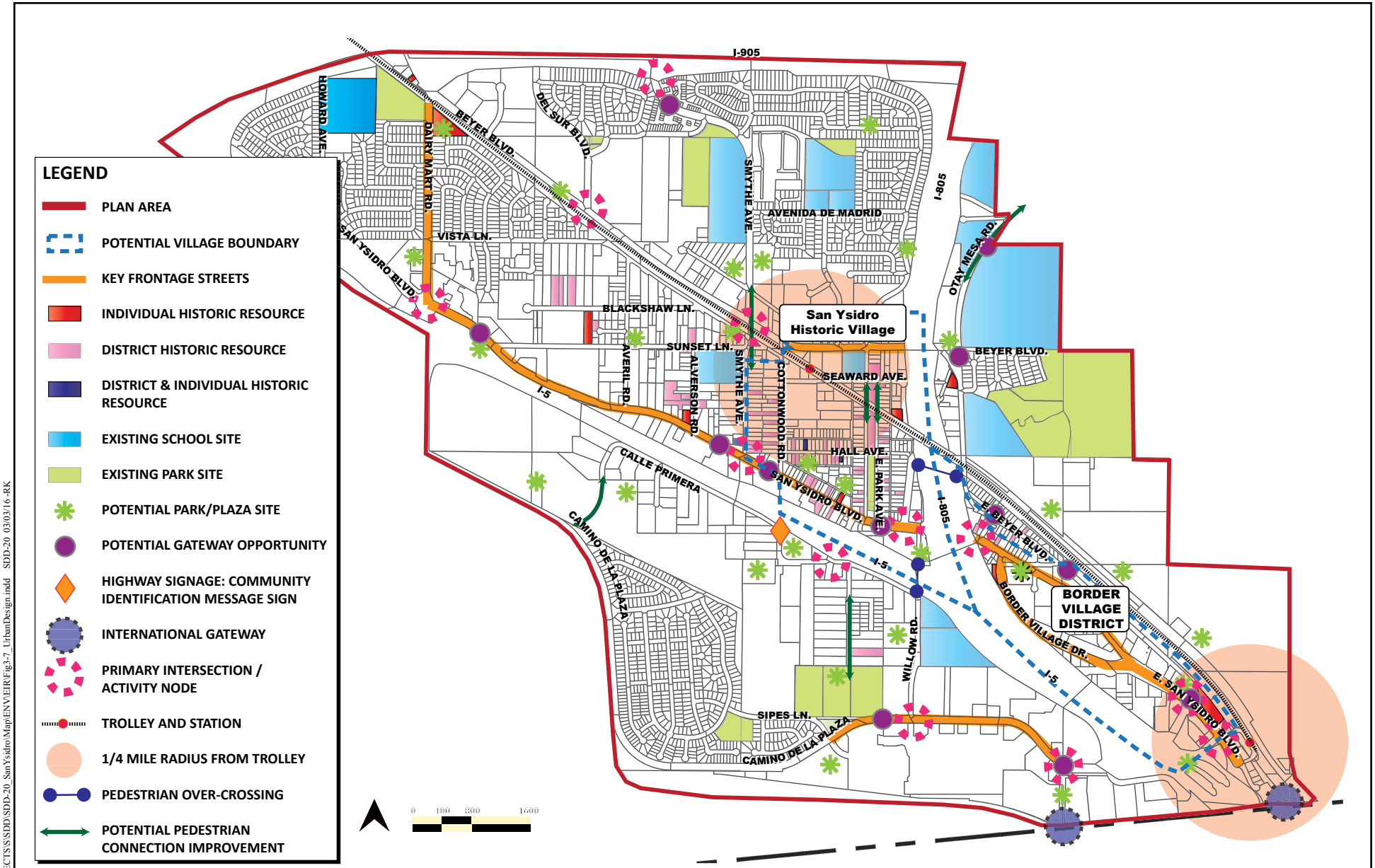
**Villages and Port of Entry**

The Element identifies a series of policies intended to guide the development of the two specific plan areas that are included in the Plan: SYHVSP and the Border Village Specific Plan (BVSP). In general, the policies promote mixed use development, concentration of development near transit facilities, walking and biking, and bulk and scale consistent with surrounding development.

With respect to the Port of Entry, the Element contains policies which encourage development of public spaces, and landscaping and signage to create a sense of place.

**Pedestrian-Oriented Design**

Pedestrian activities are encouraged throughout the community. Policies include minimizing curb cuts, developing ground floor retail to enhance the pedestrian experience, enhancing sidewalks and bus stops with landscaping and shade, and pedestrian bridges.




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Source: SYCPU 2016

# Urban Design Elements

SAN YSIDRO COMMUNITY PLAN UPDATE

Figure 3-7

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**Village Center Public Spaces**

The Element sets forth specific policies designed to implement public spaces with the village center of the community including neighborhood plazas, pocket parks, paseos, and pedestrian bridges.

**Public Art**

The use of public art is encouraged throughout the community, especially public art that reflects the culture and heritage of San Ysidro.

**Village Street Layout and Design**

Policies are included in the Element which encourage the creation of paseos through village areas and enhanced walkability to encourage use of nearby transit stops.

**Streetscapes**

Streetscape policies are established to unify the streets within each of the nine land use districts and promote integration of adjacent buildings with the streetscape, access into adjacent buildings.

**Superblocks**

Policies are set forth to facilitate the development of large-scale or multiple lots by promoting improved linkages, promoting bicycle and pedestrian activity, consolidating lots to densify development, encouraging internally consistent architecture, scale and massing and landscaping.

**Gateways and Signage**

This portion of the Element intended to encourage gateways into the community and achieve a unified design for signage.

#### 3.1.5.4 Economic Prosperity Element

The San Ysidro Community Plan envisions a strategic approach that is focused on increasing opportunities for densification of residential and commercial development in selected parts of the largely built-out San Ysidro community, while protecting San Ysidro's existing strong neighborhoods through enhancement of neighborhood villages.

The Economic Prosperity Element establishes the following overall goals to achieve this objective:

- San Ysidro as a recognized destination that invites and encourages visitors, businesses, and residents to stop, explore, enjoy, and create new ventures.

- An expanded mix of uses that foster a vital and convenient environment for San Ysidro residents, and a regional and cross-border destination for San Diego and Tijuana region residents and businesses.

- The appropriate improvement, renovation, and redevelopment of existing older and obsolete properties, along with new infill development, to better attract new uses and enhance community character.

- A variety of new job opportunities for residents of all skill levels with an emphasis on middle-income jobs.

- Access for locally-owned and operated businesses to a range of public and private financial and technical assistance resources, through engagement of a range of private and non-profit organizations involved in economic development.

- Opportunities provided by the world's busiest land border crossing and San Ysidro's central location in the San Diego – Tijuana region.

To promote prosperity, the Element includes policies for the following sectors of the community :

- Business Improvement
- Visitor Services
- Resident Services
- International Relations and Land Port of Entry
- Border Village
- El Pueblito Village
- San Ysidro Commercial District

Specific policies are identified in each of these areas to promote economic prosperity.

#### 3.1.5.5 Public Facilities, Services & Safety Element

The emphasis of the Public Facilities, Services, & Safety Element is to identify existing facilities and services and address the capacity and needs for future services. The Community Plan addresses priorities for public facility improvements and identifies locations and desired characteristics for future facilities. In addition to public facilities' financing and prioritization, policies related to fire-rescue, police, storm water, water and sewer infrastructure, waste management, libraries, schools, parks, public utilities, and health and safety are contained in the Element.

The overall goals of this Element include:

- Public uses and facilities located near one another to improve access and to take advantage of interconnecting public uses.

- A full, balanced range of employment opportunities, medical facilities, public works and educational, social, and recreational facilities and services.

- A new expanded library in or near the village.

### 3.1.5.6 Recreation Element

The Recreation Element is intended to assure that the recreational needs of the community are met. The Element establishes goals and policies for population-based parks and recreation facilities within the community. In addition, the Element establishes goals and policies related to open space and resource-based parks. Lastly, the Element provides goals to promote accessibility to recreation facilities. The recommendations for each of these types of recreation are based on the standards established by the City's General Plan. Figure 3-8, *Existing and Planned Recreation Facilities*, identifies the existing and planned recreation facilities within the community.

The goals of the Recreation Element are described below:

**Overall**

- Preserve, protect, and develop public recreation opportunities and facilities throughout San Ysidro for all users.

**Parks and Recreation Facilities**

- A sustainable park and recreation system that meets the needs of San Ysidro residents and visitors, which serves a variety of users, such as children, persons with disabilities, and the under-served teenage and senior populations.

- Parks and recreation facilities that keep pace with the San Ysidro Community population growth through timely acquisition of available land and development of new facilities.

- A program to increase the quantity and quality of parks and recreation facilities in San Ysidro through the promotion of alternative methods, such as park equivalences, where development of typical facilities and infrastructure may be limited by land constraints.

- A network of parks and recreation facilities and open space areas that are linked by multiple modes of transportation, including public transit, bicycle and pedestrian routes, and trails.

**Preservation**

- Creation of a sustainable park and recreation system that meets the needs of San Ysidro residents by using "green" technology and sustainable practices in all new and retrofitted parks and recreation facilities.

**Accessibility**

- A comprehensive plan to enhance parks and recreation facilities in San Ysidro by optimizing access by foot, bicycle, public transit, automobile, and alternative modes of travel.

- New recreation facilities that are accessible to the broadest population possible.

- A balance of recreational facilities in the San Ysidro Community that are available for programmed and non-programmed uses.

**Open Space Lands Goals**

- An open space system in the San Ysidro community that provides for, preserves, and manages the significant natural and man-made resources, and enhances outdoor recreation opportunities.
- New passive recreation and trails within the open space lands of San Ysidro, with connections to open space lands and resource- based parks adjacent to San Ysidro.

### 3.1.5.7 Conservation Element

The San Ysidro Community Plan Conservation Element builds on the General Plan Conservation Element with policies tailored to conditions in San Ysidro. The Conservation Element contains policies on how to meet the City's sustainable development goals in areas that have been identified as suitable for development. Water is identified as a critical issue, as well as the need for urban runoff management techniques. The Conservation Element is responsive to state legislation calling for greenhouse gas emission reductions. The Conservation Element also addresses open space and habitat protection.

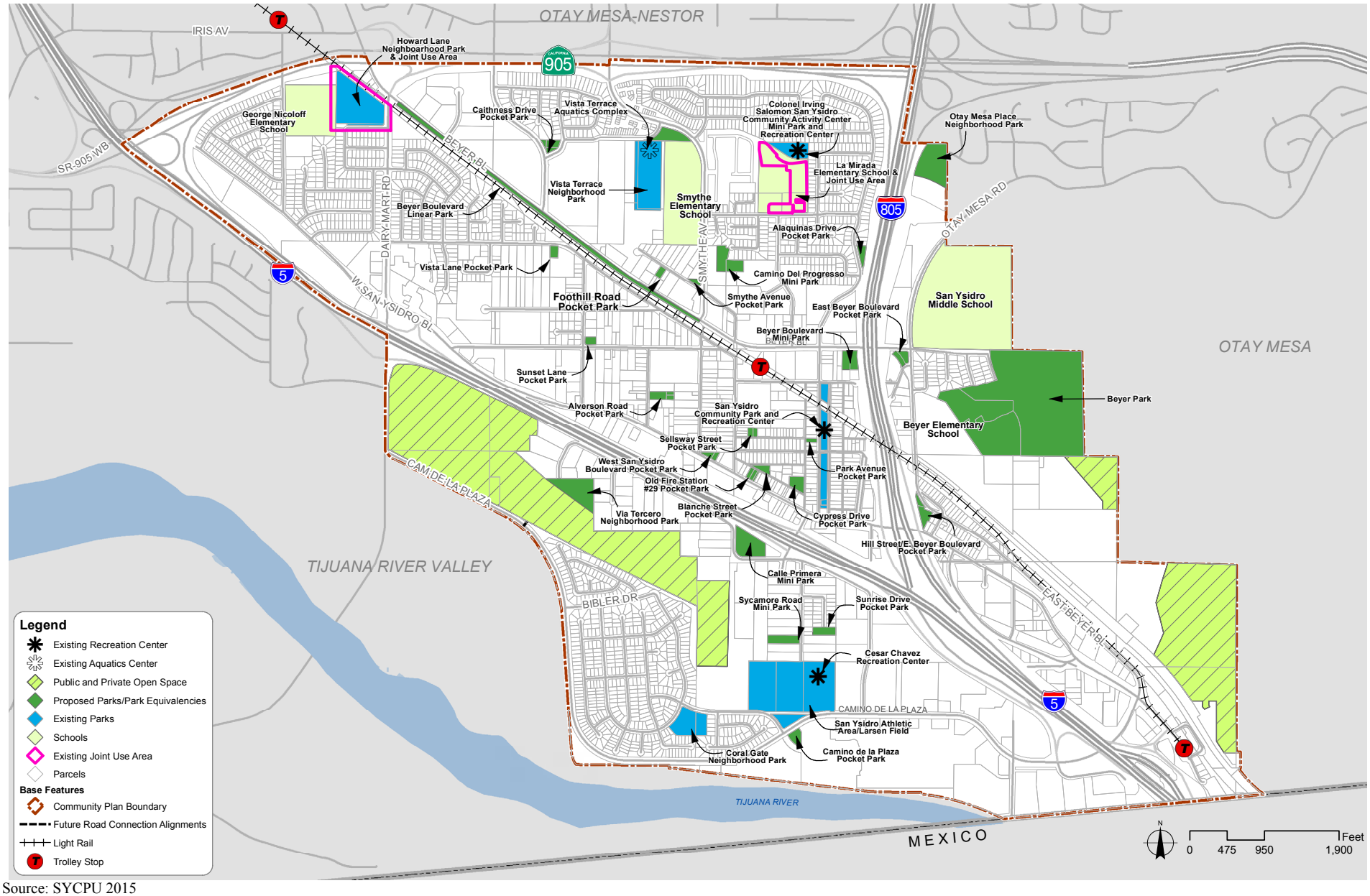
The goals of the Conservation Element include:

- A healthy and sustainable community at the border.
- Application of the highest possible standards for environmentally sensitive design and sustainable development practices.
- Responsible stewardship for open space lands and sensitive resources.
- Assured water supply to meet future needs.
- Implementation of urban runoff management techniques.
- A community-wide urban forest.
- Local food generation through community farms and gardens.
- Safe and healthy air quality within San Ysidro.

### 3.1.5.8 Historic Preservation Element

The Historic Preservation Element contains specific recommendations to address the history and cultural resources, unique to San Ysidro, in order to encourage protection and appreciation of these resources. The primary goal established by the Historic Preservation Element is:

- Recognize, preserve, and rehabilitate architecturally significant buildings, districts, landscaped\areas, archaeological sites, and urban environment.




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Source: SYCPU 2015

# Existing and Planned Recreation Facilities

SAN YSIDRO COMMUNITY PLAN UPDATE

HELIX Environmental Planning

Figure 3-8

## 3.1.6 Environmental Design Considerations

Sustainable building concepts and practices have been incorporated into the proposed SYCPU policies. These design elements serve to reduce or avoid potential environmental effects associated with water and energy consumption, consumption of nonrenewable or slowly renewing resources, and urban runoff.

- **Smart Location and Linkage**. Development completed in accordance with the proposed SYCPU would occur within an existing urbanized area with established public transportation infrastructure, which may reduce vehicle trips and miles traveled and support walking as a transportation choice. In addition, implementation of the policies contained in the Land Use, Mobility, Recreation, and Conservation Elements of the proposed CPU would improve mobility within the plan area, including open space and recreation areas through the development of a balanced, multi-modal transportation network.

- **Water, Wastewater, and Stormwater Infrastructure**. The entire proposed SYCPU area is currently served by existing water, wastewater, and stormwater infrastructure which eliminates the multiple environmental effects caused by sprawl (development in areas without existing infrastructure), as well as providing for improvements to existing facilities.

- **Urban Runoff/Water Quality**. The proposed SYCPU area is currently developed and nearly 100 percent impervious. Nearly all rainfall can be expected to become runoff because there are minimal opportunities for infiltration. Policies seek to reduce potential impacts by encouraging the use of Low Impact Development (LID) techniques and materials that slow water runoff and remove pollutants from flows associated with roofs, parking areas, and other urban surfaces; incorporating bioswales or other design practices where there are sufficient public rights-of-way throughout the community; and encouraging private property owners to design or retrofit landscaped areas to better capture storm water runoff.

- **Diversity and Affordability of Housing**. The proposed SYCPU aims to provide affordable single and multi-family housing throughout the proposed CPU area, thus enabling a wide range of economic levels and age groups to live within a single community. By facilitating this diversity, multiple generations of families can live together throughout their lifetime. The Land Use Element includes policies that promote and encourage the development of very low and low income affordable housing in all residential and multi-use neighborhood designations; creation of affordable home ownership opportunities for moderate income buyers; and utilization of land-use, regulatory, and financial tools to facilitate the development of housing affordable to all income levels.

- **Bicycle Network and Parking**. In order to reduce reliance on fossil fuels and encourage alternative modes of transportation in the plan area, the proposed SYCPU aims to provide a safe bicycle network that connects community destinations and links to surrounding communities and the regional bicycle network.

- **Access to Outdoor and Active Spaces**. The proposed SYCPU addresses existing and planned access to outdoor and active spaces and provides on-site active and passive open space areas, recreational facilities, and access via pedestrian and bicycle pathways. Many of the outdoor and active uses would be universally accessible. In addition, the provision of

these outdoor uses would encourage walking or other physical activity and time spent outdoors, thus promoting good health and community life. The Recreation Element includes policies to provide adequate parkland sufficient to meet the needs of the community through plan build-out; provide for preservation, protection, and enhancement of existing and planned parkland facilities); ensure accessibility of parkland to all residents and visitors; and to preserve, protect, and enhance/restore resources associated with existing and proposed open space.

- **Improved Transportation Network and Increased Alternative Modes of Transportation**. The proposed SYCPU includes policies aimed at improving the existing transportation network, as well as encouraging alternative modes of transportation to reduce impacts related to traffic/circulation and air quality. The Mobility Element includes policies to support a full, equitable range of choices for the movement of people and goods throughout the plan area. In addition, the Mobility Element supports and helps implement the General Plan at the community plan level by including goals, policies, and recommendations that will improve mobility through the development of a balanced, multi-modal transportation network. The Mobility Element includes policies that promote and encourage the new construction of, and upgrades to, existing pedestrian pathways; transit policies which improve access to public transit facilities (i.e., San Diego ~~trolley~~Trolley); Transportation Demand Management policies that promote use of transit services by encouraging employers and new residential development to provide transit passes to employees and/or residents; and bicycle policies that promote a continuous network of bicycle facilities connecting the proposed plan area to the citywide bicycle network and bicycle parking facilities. In addition, the project includes conservation policies which provide residents with attractive alternatives to driving.

- **Energy Efficiency in Buildings**. The Urban Design and Conservation Elements of the proposed SYCPU include policies to reduce air, water, and land pollution, and other environmental impacts associated from energy production and consumption. The Urban Design Element encourages development of new infill buildings and retrofitting of existing buildings to take into account energy efficient design.

- **Reduced Water Use**. The proposed SYCPU includes policies to reduce the overall water use and potential impacts to natural water resources and the municipal water and wastewater systems from build-out of the plan. Implementation of policies of the Urban Design Element would encourage the use of intensive and extensive green roofs and water collection devices, such as cisterns and rain barrels, to capture rainwater from the building for re-use. The policies contained in the Conservation Element encourage the use of native or California-friendly drought-tolerant plants in project landscaping.

- **Air Quality**. The Mobility and Conservation Elements include policies to reduce the project's impacts on air quality and climate change by encouraging alternative modes of transportation.

## 3.1.7 Rezoning and Land Development Code Amendments

Concurrent with the adoption of the proposed SYCPU, the zoning for the community plan area is proposed to be changed to reflect the designations identified in the proposed SYCPU. The new

zoning is illustrated in Figure 3-9, *Proposed Rezoning*. The San Ysidro Planned District and Southeastern San Diego Planned District are proposed to be repealed and amendments to the Land Development Code are proposed to help implement the San Ysidro Historic Village Specific Plan.

## 3.1.8 Impact Fee Study

Concurrent with the adoption of the proposed SYCPU, the City proposes to adopt an IFS (formerly known as Public Facilities Financing Plan) to comprehensively identify the public infrastructure needed within the community. The IFS will set forth the major public facilities needs in the areas of transportation (streets, sidewalks, storm drains, traffic signals, etc.), libraries, park and recreation facilities, and fire stations.

The IFS will identify potential funding sources for financing public facilities, including development impact fees. A variety of funding mechanisms will be utilized depending on the nature of the improvement project including:

- Imposition of development impact fees for new development;
- Requiring certain public improvements as part of new development; and
- Establishing Community Benefit Assessment Districts, such as property-based improvement and maintenance districts for streetscape, lighting, and sidewalk improvement.

The proposals for improvements to public facilities vary widely in their range and scope; some would be implemented incrementally as scheduled street maintenance occurs, while others would require significant capital funding from city, state, regional, and federal agencies, or are not feasible until significant new development occurs. Grants and other sources of funding would be pursued wherever possible.

## 3.1.9 Summary of Proposed SYCPU Actions

Discretionary actions are those actions taken by an agency that call for the exercise of judgment in deciding whether to approve or deny a project. The following discretionary approvals comprise the project analyzed within this PEIR, and referred to herein as the "proposed SYCPU" or the "project" (Table 3-4, *Potential Future Discretionary Actions*).

**TABLE 3-4**
**POTENTIAL FUTURE DISCRETIONARY ACTIONS**

| |
|---|
| **City of San Diego** |
| • Certification of PEIR<br>• San Ysidro Community Plan Update<br>• General Plan Amendment<br>• Rescission of the San Ysidro Planned District Ordinance<br>• Rezone Ordinance<br>• San Ysidro Impact Fee Study<br>• Local Coastal Plan (LCP)<br>• LDC Amendments |
| **California Coastal Commission** |
| • Certification of the LCP |

The Planning Commission will review the discretionary actions listed above associated with the proposed SYCPU and provide a recommendation to the City Council, who will consider and make a decision on the proposed SYCPU and associated discretionary actions.

The proposed SYCPU area lies partially within the Coastal Overlay Zone boundary, and, therefore, is under the jurisdiction of the CCC, which has authority for review of local coastal program amendments under the Coastal Act. The proposed SYCPU and the applicable zoning regulations comprise the LCP. Once the City Council has acted upon each of the discretionary approvals associated with the proposed SYCPU, the plan update package will be sent to the CCC for certification.

### 3.1.10 Administration of Proposed SYCPU

Plan implementation would require subsequent approval of public or private development proposals through both ministerial and discretionary reviews to carry out the land use plan and policies in the proposed SYCPU. These subsequent activities may be public (i.e., road/streetscape improvements, parks, public facilities) or private projects, and are referred to as future development or future projects in the text of the PEIR.

A non-inclusive list of discretionary actions that may be required for future implementing activities is shown on Table 3-5, *San Ysidro Community Plan Update Potential Future Discretionary Actions.*

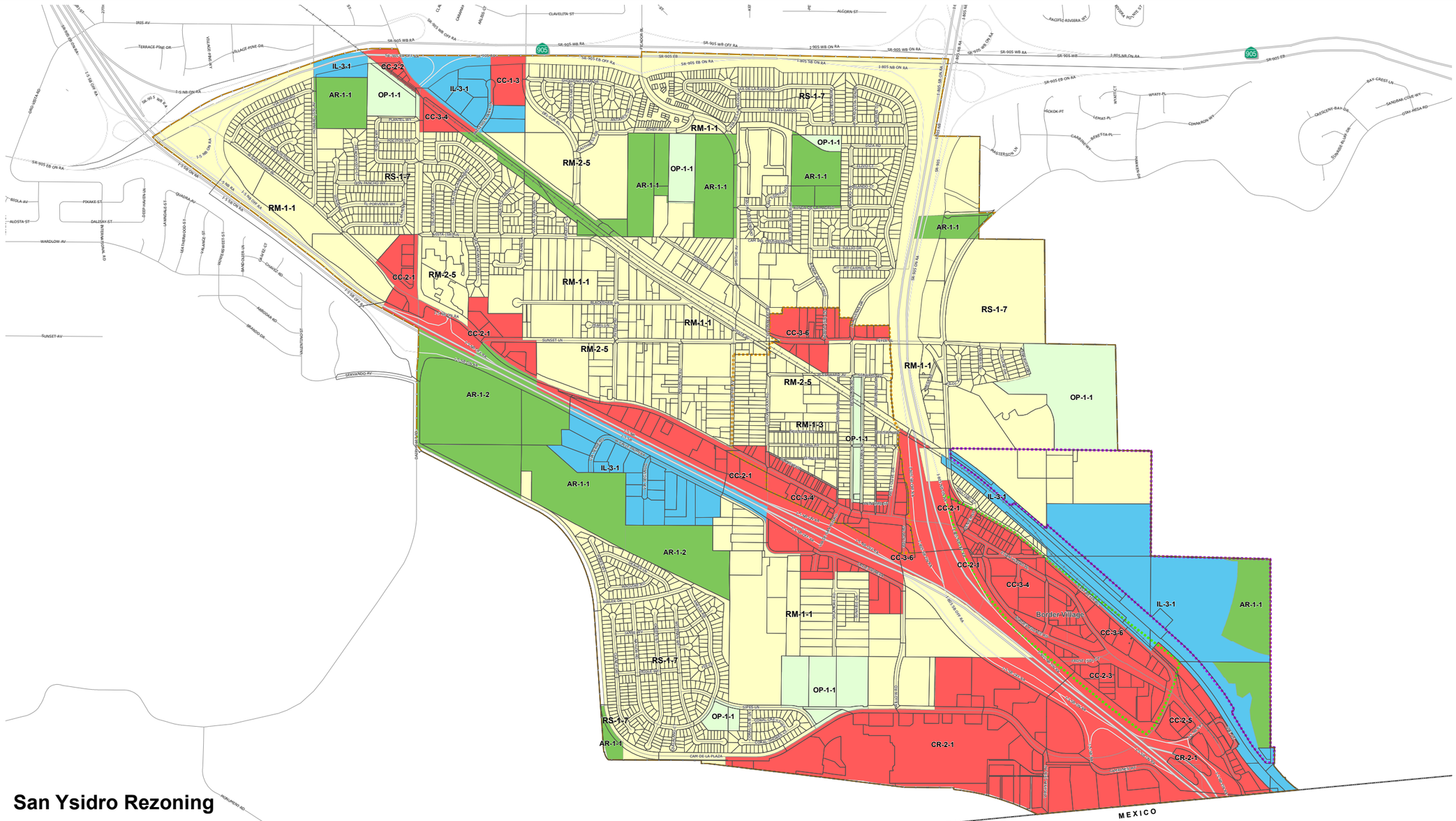
**TABLE 3-5**
**SAN YSIDRO COMMUNITY PLAN UPDATE**
**POTENTIAL FUTURE DISCRETIONARY ACTIONS**

| |
|---|
| **City of San Diego Actions** |
| • Subdivision Maps<br>• Discretionary Development Permits<br>• Street Vacations, Release of Irrevocable Offers of Dedication, and Dedications |
| **State of California Actions** |
| • Caltrans Encroachment Permits<br>• Section 1602/1603 Streambed Alteration Agreements<br>• Water Quality Certification Determination for Compliance with Section 401 |
| **Federal Actions** |
| • USACE Section 404 Permits<br>• USFWS Section 7 or 10 (a) |

## 3.2 San Ysidro Historic Village Specific Plan

### 3.2.1 Overview

The SYHVSP is a comprehensive planning document that will implement the vision for the SYCPU for this Specific Plan Area. As illustrated in Figure 3-1, the SYHVSP, which covers approximately 112 acres, is bounded by Beyer Boulevard to the north, I-5 to the south, I-805 to the east, and Smythe Avenue to the west.




Source: SYCPU 2016

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# Proposed Rezoning

SAN YSIDRO COMMUNITY PLAN UPDATE

Figure 3-9

HELIX Environmental Planning

The overall goals of the SYHVSP include:

- Create an attractive, intensified urban environment with a mix of land uses surrounding the Beyer Trolley Station and along San Ysidro Boulevard, while preserving the low-scale single- and multi-family character of the residential areas.
- Provide an interconnected system of paseos, alleys, and sidewalks that connect pedestrians to the ~~trolley~~Trolley, San Ysidro Boulevard, parks, the greater community, and to the international border.
- Design streets, alleys, paseos, and public spaces to create a lively and attractive street character.
- Maintain the unique, "village" character of the area with uses, amenities, and design elements that reflect resident's needs and cultural heritage, and celebrate the Latino influence and culture of the area.
- Maintain the historic atmosphere and designated structures that comprise the foundation of the neighborhood. This includes portions of the "Little Landers Colony".
- Provide opportunities for a diverse and balanced supply of housing types for households of all income levels.

The policies and guidelines of the SYHVSP would provide direction on the more qualitative aspects of a development project. The guidelines are intended to be utilized during the City's development review process to encourage the highest level of design quality, while at the same time providing the flexibility necessary to encourage creativity on the part of project designers.

In order to facilitate the discussion of the SYHVSP, the policies and guidelines are summarized in the following discussion.

## 3.2.2 SYHVSP Plan Components

The SYHVSP is divided into the following four major components:

- Land Use;
- Mobility;
- Urban Design; and
- Infrastructure and Public Facilities.

In addition, the SYHVSP contains chapters related to implementation and administration of the SYHVSP.

Each of these components is discussed below.

### 3.2.2.1 Land Use

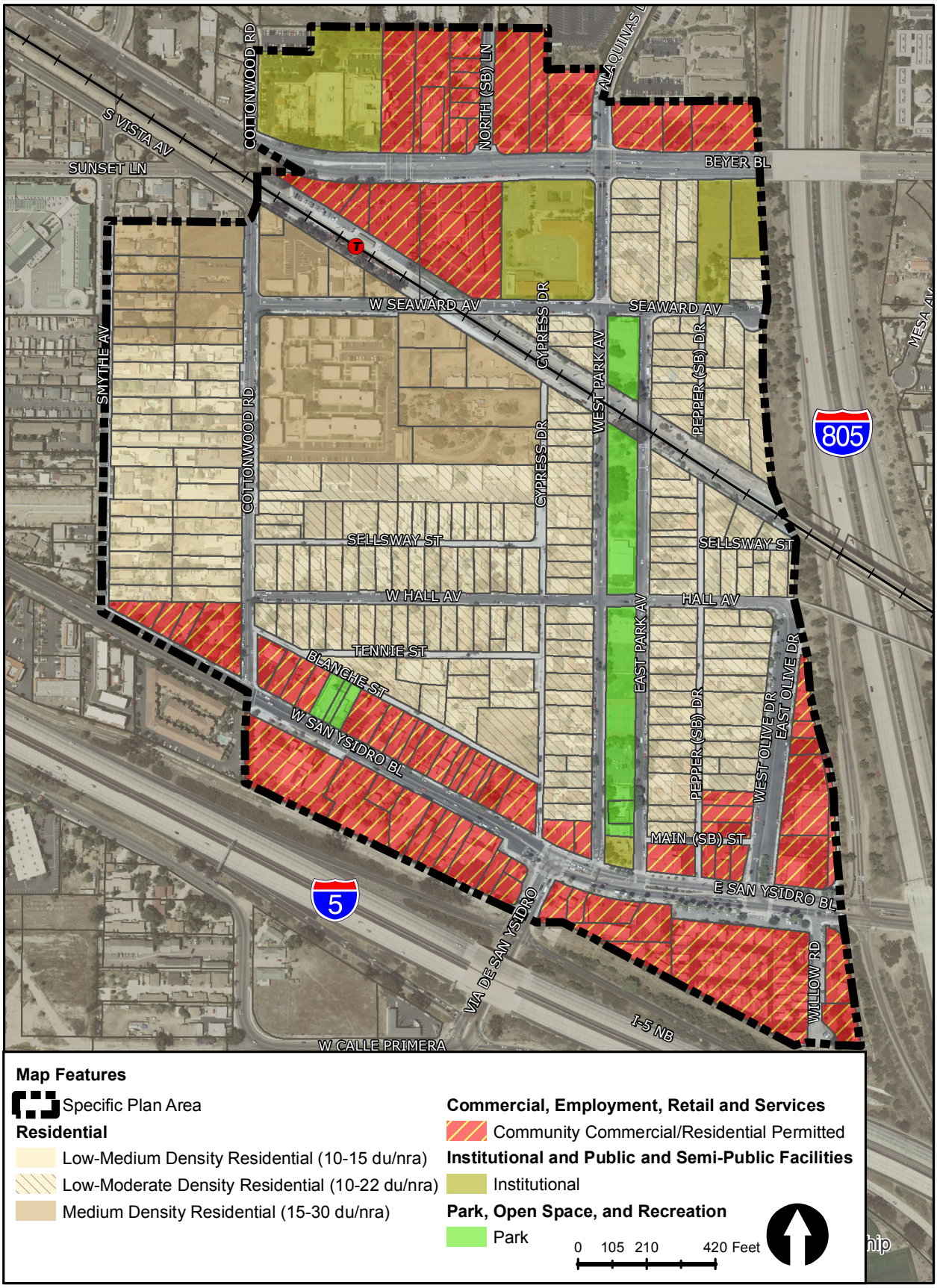
As illustrated in Figure 3-10, *San Ysidro Historic Village Specific Plan Land Use Map,* the Specific Plan Area contains the following six land use designations: Low-Medium Density Residential, Low-Moderate Density Residential, Medium Density Residential, Community Commercial (Residential Permitted), Institutional, and Park. Each of these is described in Table 3-6, *San Ysidro Historic Village Specific Plan Land Use Designations, Zone Classifications and Allowed Uses*. Table 3-7, *San Ysidro Historic Village Specific Plan Land Use Allocation*, characterizes the land uses expected to occur within each of the land use designations. The specific plan area would include up to 1,703 residential units including 962 multi-family and 89 single-family dwelling units along with 651 residential units within Retail Commercial designation and 1 residential unit within the Office Commercial. Up to 327,301 square feet (SF) of retail commercial uses could be developed along with up to 177,063 SF of institutional uses and 3,708 SF of office commercial uses.

The applicable zoning is also identified in Table 3-5 and depicted in Figure 3-11, *San Ysidro Historic Village Specific Plan Zoning Map*. In addition to the standard requirements of the zoning, building heights with the RM-2-5 and CC-3-4 zones would be allowed to increase by 10 feet above city-wide height regulations associated with these two zones. A total of 4.3 acres would be devoted to park use.

**TABLE 3-6**
**SAN YSIDRO HISTORIC VILLAGE SPECIFIC PLAN**
**LAND USE DESIGNATIONS, ZONE CLASSIFICATIONS AND ALLOWED USES**

| Land Use Designation | Zone Classification | Allowed Uses |
|---|---|---|
| Low-Medium Density Residential | RM-1-3 | Single- and multi-family housing (10-15 du/ac) |
| | | Single- and multi-family housing (10-22 du/ac) |
| Medium Density Residential | RM-2-5[1] | Multi-family housing (15-30 du/ac) |
| Community Commercial/Residential Permitted | CC-3-4[1] | Shopping areas with retail, civic and office uses. Residential along transit corridors (up to 44 du/ac) Commercial floor area from 1.0 to 3.0. |
| | CC-3-6 | |
| Institutional | RN-1-3 | Public or semi-public facilities including colleges/universities, communication and utilities, transit centers, schools, libraries, police and fire facilities, post offices, park and ride lots, government offices, and civic uses. |
| | CC-3-4 | |
| | CC-3-6 | |
| Park | OP-1-1 | Passive or active recreational uses including community and neighborhood parks. |

[1] Building height may be increased by 10 feet above city-wide regulation.




Source: SYCPU 2016

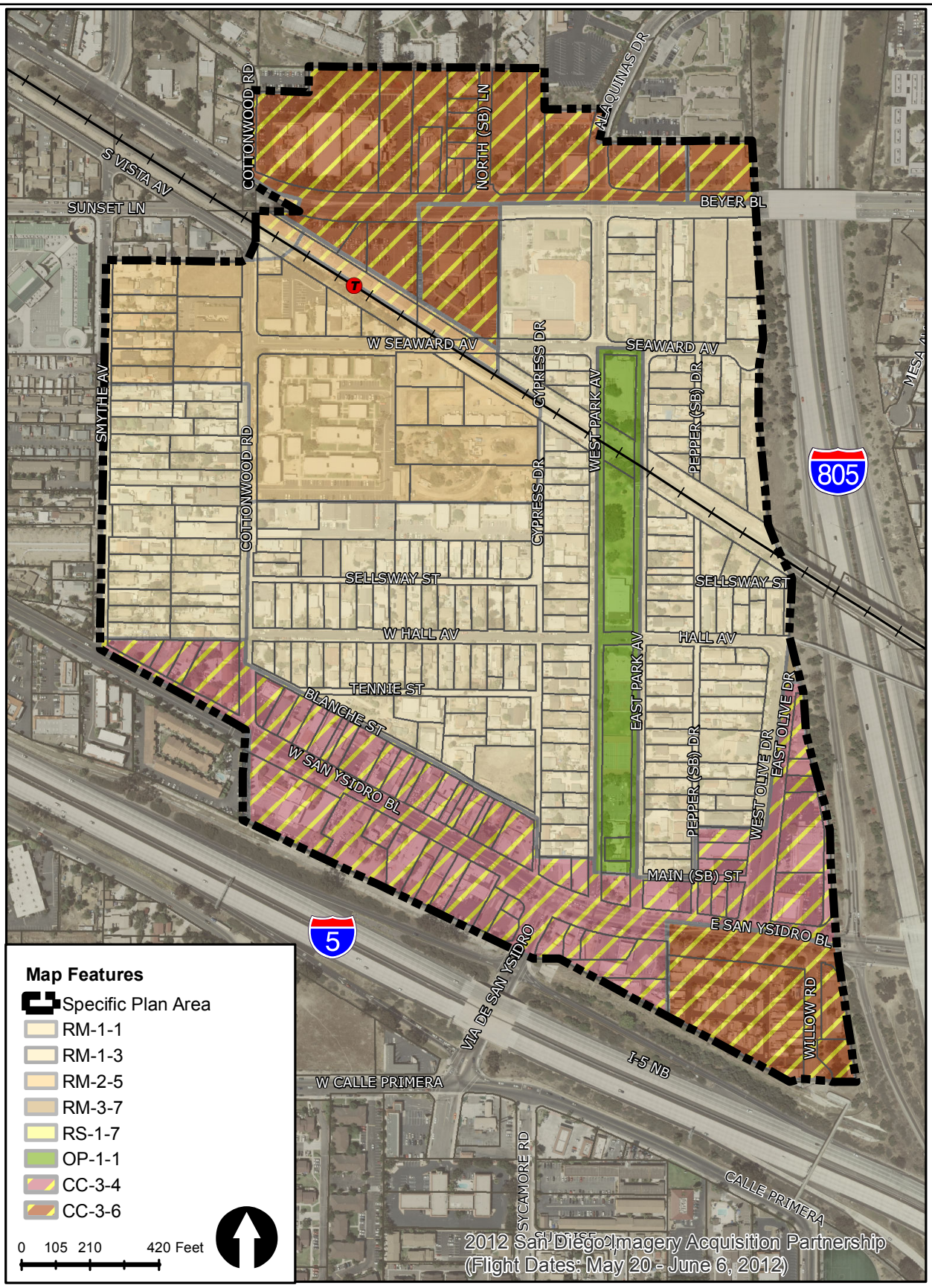
# San Ysidro Historic Village Specific Plan Land Use Map

SAN YSIDRO COMMUNITY PLAN UPDATE

Figure 3-10

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Source: SYCPU 2016

# San Ysidro Historic Village Specific Plan Zoning Map

SAN YSIDRO COMMUNITY PLAN UPDATE

HELIX Environmental Planning

Figure 3-11

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**TABLE 3-7**
**SAN YSIDRO HISTORIC VILLAGE SPECIFIC PLAN LAND USE ALLOCATION**

| Land Use Designation | Dwelling Units | Floor Area (square feet) | Area (acres) |
|---|---|---|---|
| Institutional | -- | 177,063 | 9.4 |
| Multi-Family Residential | 962 | -- | 41.4 |
| Single-Family Residential | 89 | -- | 10.5 |
| Office Commercial | 1 | 3,708 | 0.2 |
| Retail Commercial | 651 | 327,301 | 21.3 |
| Parking | -- | -- | 0.2 |
| Parks | -- | -- | 3.4 |
| Railroads | -- | -- | 4.3 |
| Roads | -- | -- | 21.4 |
| **TOTALS** | 1,703 | 508,072 | 112.0 |

The SYHVSP Area is comprised of three individual districts: San Ysidro Boulevard District, Beyer Boulevard Trolley District, and Neighborhood District. The San Ysidro Boulevard District is comprised of approximately 25 acres. Land Use Designations in this District include Community Commercial, implemented by the CC-3-4 and CC-3-6 zoning. One of the primary goals is to transition the area into a mixed-use shopping destination and foster a "Main Street" atmosphere. Housing is encouraged to be located above or behind commercial storefronts.

The Beyer Boulevard Trolley District is approximately 34 acres, and contains Residential-Multiple Unit, Community Commercial, and Institutional land use designations. This District is envisioned as a transportation hub for residents. New mixed-use development and ground-floor retail fronting Beyer Boulevard are encouraged. Higher intensity, infill development is focused around the Beyer Boulevard Trolley Station. The Beyer Boulevard Trolley Station's parking lot is encouraged to be developed into a mixed-use project that includes affordable housing, commercial uses, and public ~~trolley~~Trolley parking.

The Neighborhood Village District is envisioned as the primary residential area. A variety of housing types are encouraged to accommodate additional density while at the same time maintaining the historic character of the neighborhood. Connectivity between the adjacent Beyer Boulevard Trolley District and the San Ysidro Boulevard Corridor District will be enhanced through the incorporation of paseos and alleys.

The land use chapter provides guidance which applies to the entire SYHVSP Area as well as development within each planning district. In general, area-wide policies include:

- Preserve the historic character of the area.
- Streamline the development approval process.
- Attract community-oriented commercial development.
- Promote alternate forms of transportation (e.g., walking and biking).
- Focus increased residential density on major transportation corridors and near transit.

These policies would be implemented through a series of guidelines related to site planning, building architecture and design; colors and materials; and landscaping and open space.

The Land Use chapter establishes guidelines for parking including:

- Permit construction of public parking garages that include shared parking and reduce the overall number of off-street parking spaces required for development.
- Encourage parking spaces to be rented, leased, or sold separately from new residential and commercial space.
- Implement a parking in-lieu fee for new development that would contribute to implementation of parking demand reduction strategies as well as potentially fund parking structures within the community.
- Where feasible, re-stripe side streets to convert parallel parking to angled parking in order to increase overall parking supply.
- Install metered parking along San Ysidro Boulevard to provide short-term parking for retail customers and visitors while discouraging long term residential, and employee parking.

With respect to housing, the SYHVSP would:

- Emphasize housing in a mixed-use commercial setting; and
- Encourage housing options such as co-housing, eco-villages, cooperative living, where units share common facilities, and multi-generational housing.

#### 3.2.2.2 Mobility

The Mobility chapter provides recommendations and guidelines for the public right-of-way, and discusses the role of mobility in the planning, design, and operation of vehicular, bicycle, pedestrian, and public transportation. Policies promote the establishment of a complete streets network that capitalizes on access to transit, provides a walkable and pedestrian environment, and encourages traffic calming, bicycle facilities, and parking improvements.

Walkability within the SYHVSP Area would be enhanced by the following:

- Install missing sidewalks and curb ramps;
- Widen existing sidewalks;
- Improve lighting and landscaping; and
- Improve street crossings including bulb-outs.

The bicycle networks would be improved by incorporating Class I, II, and IV bike facilities into selected roadways,

The SYHVSP includes actions that would encourage use of the transit opportunities available in the community including the MTS Trolley Blue Line and bus service. In particular, the Specific Plan policies include:

- Improve pedestrian links to transit by enhancing sidewalks, paseos, and alleys;
- Provide curb extensions as bus stops, where feasible; and
- Improve signage.

#### 3.2.2.3 Urban Design

The Urban Design chapter identifies policies intended to enhance public spaces, including parks, public plazas, and roadways. Urban design policies are also identified for streetscapes, signage, and public art.

Key policies related to improving public spaces include:

- Enhance community center, library, and civic open space along Park Avenue with additional plaza, pedestrian and bicycle amenities, water features, and public art;
- Convert underutilized parcels into neighborhood plazas and pocket parks;
- Provide a transit plaza and enhance pedestrian access at the Beyer Boulevard Trolley Station;
- Develop a neighborhood plaza located at the former Fire Station #29 site; and
- Develop a neighborhood plaza located at the terminus of Olive Drive at San Ysidro Boulevard.

The focus on streetscape would include:

- Improve lighting;
- Install benches and trash receptacles;
- Upgrade bus stops to include a shelter and appropriate seating, lighting, and bicycle parking;
- Promote bicycle parking including bike racks and bike lockers;
- Incorporate bioswales, pervious strips, flow-through planters, and pervious pavement to infiltrate stormwater runoff; and
- Use drought-tolerant species and water-conserving irrigation systems.

Policies related to signage include:

- Create a primary gateway arch across Via de San Ysidro on the north side of the I-5 off-ramp;

- Create a primary gateway at the intersection of the I-805 off-ramp and E. San Ysidro Boulevard;

- Consider opportunities for additional secondary gateway signs at the Beyer Boulevard Trolley Station and along San Ysidro Boulevard on the northeast corner of Smythe Avenue; and

- Develop a specific design theme and sign program including logo, gateways and entry treatments, directional signs, (vehicular and pedestrian-oriented), directional and identification signs for parking, and banners.

The SYHVSP emphasizes the importance of public art, including sculpture, murals, waterworks, fiber-optics, neon, mosaic tile work, furnishings or fixtures, or a combination thereof, and may include architectural features. Public art policies include:

- Integrate public art in early stages of project design; and

- Incorporate public art into the Pathway to Knowledge.

#### 3.2.2.4 Infrastructure and Public Facilities

The Infrastructure and Public Facilities chapter describes the facilities needed for implementation of the SYHVSP. It establishes policies and describes improvements necessary for the upgrading and expansion of public facilities, including water, wastewater, solid waste, stormwater, natural gas, police and fire protection, schools, libraries, parks, and other public services within the SYHVSP Area.

Key policies established in the SYHVSP are listed below.

Water

- No development would be entitled to municipal water until a building permit is issued by the City;

- Require water saving devices be installed in all residential, commercial, industrial and institutional facilities; and

- Require new development to include recycled water lines for irrigation and require the use of recycled water, wherever feasible.

Wastewater

- Construct improvements to the wastewater collection system within the SYHVSP Area such that it will be adequate to serve new development in the Specific Plan Area.

Storm Water

- Construct the improvements within the SYHVSP Area that were identified in the Storm Drainage Master Plan, and any other improvements identified in updates to the Master Plan; and

- Ensure that runoff in storm drains does not lower water quality within or outside of the SYHVSP Area by implementing BMPs in new developments.

Energy (Electricity and Natural Gas)

- Develop utilities within the SYHVSP Area consistent with Chapter 6 of the City of San Diego Municipal Code; and

- Prioritize undergrounding of utilities along San Ysidro Avenue and Beyer Boulevard.

Library

- Locate the new library within the SYHVSP Area, and incorporate public space, paseo, or a pocket park and public art.

Schools

- Ensure that all school impacts fees are paid from individual projects prior to the issuance of any building permits; and

- Create the necessary pedestrian and bicycle connections to provide Safe Routes to School.

Police

- Assure police staffing and equipment to provide an adequate level of service to the SYHVSP Area.

Fire/Emergency

- Take location and type of new development, and future traffic levels, into account when developing emergency and disaster response plans.

Solid Waste

- Require new development to participate to the maximum extent practical in solid waste source reduction and diversion programs; and

- Evaluate proposed developments on a project-specific basis for potential impacts to solid waste facilities and services.

#### 3.2.2.5 Parks and Recreation

The SYHVSP identifies locations for future park and recreation facilities within the SYHVSP Area that would increase the amount of park and recreation land in the community by up to 2.72 acres. The SYHVSP identifies a mini park on the south side of Beyer Boulevard, between West Park Avenue and I-805; amenities would include multi-purpose turf areas, a children's play area, picnic facilities, walkways, security lighting, and landscaping.

The SYHVSP identifies five potential pocket parks which could include a variety of uses including community gardens, children's play areas, picnic facilities, and amphitheaters. Pocket parks include:

(1) Blanche Street Pocket Park at the intersection of Blanche Street and Tennie Street; (2) Cypress Drive Pocket Park at the intersection of Blanche Street and Cypress Drive; (3) Old Fire Station #29 Pocket Park located between Blanche Street and West San Ysidro Boulevard, east of Cottonwood Road; (4) Park Avenue Pocket Park on West Park Avenue between Cypress Drive and West Park Avenue; and (5) Sellsway Street Pocket Park between Cottonwood Road and Cypress Drive.

#### 3.2.2.6 Implementation

Projects that are consistent with, and advance, the vision, goals and policies of the SYHVSP and underlying zone would have the opportunity to process land use entitlements either ministerially or as a low-level discretionary process in order to reduce the time necessary to process entitlements and building permits with the SYHVSP Area. The SYHVSP would encourage the pursuit of grants and other sources of funding to offset the cost of improvements that are necessary to accommodate future development to reduce development costs.

Lastly, the IFS associated with the SYCPU would provide a mechanism to establish annual programmatic and budgeting priorities and monitor progress in achieving the SYHVSP's visions.

#### 3.2.2.7 Administration

The SYHVSP is subject to the procedures and standards established for specific plans by the San Diego Municipal Code (Section 122.0101-0107). The SYHVSP is also subject to the California Government Code (Sections 65450 through 65457). In turn, all subsequent development proposals, such as tentative subdivision maps, site plans, improvement plans, and all public works projects, must be consistent with the adopted SYHVSP.

Amendments to the SYHVSP may be proposed as long as the proposed amendments are compatible and consistent with the purpose and goals of the San Ysidro Community Plan and the San Diego General Plan. Specific Plan amendments would be processed in accordance with San Diego Municipal Code Section 122.0105 (Decision Process for Land Use Plans) and would be subject to the same requirements for the adoption of a specific plan.

Subsequent development within the SYHVSP would be processed through Processes One through Process Five, as established in Chapter 11 (Land Development Procedures) and permit types described in Chapter 12 (Land Development Reviews) of the Municipal Code. All development applications within the SYHVSP Area would be evaluated for compliance with Specific Plan regulations and guidelines.

Allowable land uses would be those identified in Table 2-2 of the SYHVSP. Where the SYHVSP is silent regarding allowable land uses, the City Municipal Code would take precedence in defining allowed land uses within the specified zone. If a particular use is not listed or could meet the description of more than one category or subcategory in the SYHVSP, Section 131.0110 (Determination of Use Category and Subcategory) of the San Diego Municipal Code would be used to determine conformity of the land use. Section 127.0101 et seq. (Previously Conforming Premises and Uses) of the San Diego Municipal Code would be used for any previously conforming premises or uses within the SYHVSP Area.

## 3.2.3 Summary of Proposed SYHVSP Plan Actions

Table 3-8, *Discretionary Actions that Comprise the Proposed SYHVSP,* identifies the discretionary actions associated with the SYHVSP.

**TABLE 3-8**
**DISCRETIONARY ACTIONS THAT COMPRISE THE PROPOSED SYHVSP**

| **City of San Diego** |
|---|
| • Certification of PEIR<br>• San Ysidro Community Plan Update<br>• San Ysidro Historic Village Specific Plan<br>• General Plan Amendment<br>• Rescission of the San Ysidro Planned District Ordinance<br>• Rezone<br>• Impact Fee Study<br>• LDC Amendments |

## 3.2.4 Administration of Proposed SYHVSP

Future development within the SYHVSP would require subsequent approvals. A non-inclusive list of discretionary actions that may be required for future implementing activities is shown on Table 3-9, *Potential Future Discretionary Actions Taken Under the Proposed SYHVSP*.

**TABLE 3-9**
**POTENTIAL FUTURE DISCRETIONARY ACTIONS**
**TAKEN UNDER THE PROPOSED SYHVSP**

| **City of San Diego Actions** |
|---|
| • Subdivision Maps<br>• Discretionary Development Permits<br>• Street Vacations, Release of Irrevocable Offers of Dedication, and Dedications |
| **State of California Actions** |
| • Caltrans Encroachment Permits<br>• Water Quality Certification Determination for Compliance with Section 401 |

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# 4.0 HISTORY OF PROJECT CHANGES

## 4.1 History of Project Changes

### 4.1.1 NOP and Project Initiation

On October 21, 2008, the Redevelopment Agency of the City of San Diego passed a resolution (R-04328) to transfer San Ysidro Redevelopment Area funds to the City for the purposes of implementing the SYCPU. The City initiated the process of updating the 1990 San Ysidro Community Plan in March of 2010, when the planning team began its analysis of existing conditions. A community kick-off meeting was held on July 14, 2010. The NOP for the PEIR was issued on November 4, 2015. A scoping meeting was held on November 18, 2015 to gather agency and public input on the scope and content of the PEIR. Written comments were also received during the 30-day public comment period and are included in Appendix A.

### 4.1.2 Community Outreach and Plan Development

Between July 2010 and April 2016, an extensive outreach program was undertaken to solicit input from residents, business owners, community leaders, public officials, and other interested parties.

The Community Plan Update Advisory Committee (Update Committee), a committee of the whole City-recognized San Ysidro Community Planning Group plus other interested parties and agencies, served as the venue for 24 community meetings, one workshop, a three-day charrette workshop, and one walk audit. The outreach program included presentations and discussions at regularly scheduled San Ysidro Community Planning Group meetings, and meetings with the following San Ysidro Community Plan Subcommittees: Commercial Zones Subcommittee; Mobility (Traffic) Subcommittee; Infrastructure & Public Improvements Subcommittee; and San Ysidro Historic Village Specific Plan Subcommittee (Formerly: "El Pueblito Viejo Village Specific Plan Subcommittee").

The outreach program also entailed stakeholder interviews; presentations and student surveys at Sunset Elementary, Beyer Elementary and Willow Elementary; outreach at three community and school events; PEIR scoping meeting; regular updates to the project website, email noticing, bilingual brochures and mailing notices; a workshop with the Planning Commission; and presentations to the Park and Recreation Board and SANDAG's Border Committee. The features of the community plan were developed and shaped through this process.

### 4.1.3 Changes Based on Comments on the Draft Community Plans

A first discussion draft of the Community Plan Update was released in June 2014, with publication on the City's website, distribution through the Community Plan Update Advisory Committee, and a presentation and open-house-style meeting held at Willow Elementary. Comments from community members, agency representatives, and others were taken on the draft plan. In many cases, comments resulted in changes to the Plan. Often these changes were minor revisions and edits. In a few locations, land use designations were adjusted based on the requests of stakeholders and community members. The land use changes are summarized in Table 4-1, *Land Use Changes from June 2014 Draft Community Plan*.

**TABLE 4-1**
**LAND USE CHANGES FROM JUNE 2014 DRAFT COMMUNITY PLAN**

| Location | June 2014 Land Use Designation | Changed Land Use Designation |
|---|---|---|
| Howard Ave/SR-905 | Community Commercial | Industrial |
| Dairy Mart Rd/Beyer Blvd | Low-Density Residential (5-10 du/ac) | Community Commercial/Residential Permitted |
| Precision Lane – West side of street | Heavy Commercial | Community Commercial |
| Precision Lane – East side of street | Heavy Commercial | Community Commercial/ Residential Permitted |
| Averil Rd/Sunset Ln | Park | Medium Density Residential (15-30 du/ac) |
| Vista Terrace Neighborhood Park | Open Space | Park |
| San Ysidro Historic Village Residential area | Low Density Residential (5-10 du/ac) | Low-Moderate Density Residential (10-22 du/ac) |
| Calle Primera | Heavy Commercial | Low-Density Residential (5-10 du/ac) |
| Camino de la Plaza/Larsen Field | Low-Density Residential (5-10 du/ac) | Park |

A second public review draft of the Community Plan was released in April 2015, with publication on the City's website, distribution through the Community Plan Update Advisory Committee, and a presentation held at Willow Elementary. Comments resulted in refinement to discussion language and minor typographic corrections. There were a few land use designations adjusted based on the requests of stakeholders and community members. The land use changes are summarized in Table 4-2, *Land Use Changes from April 2015 Draft Community Plan*.

**TABLE 4-2**
**LAND USE CHANGES FROM APRIL 2015 DRAFT COMMUNITY PLAN**

| Location | April 2015 Land Use Designation | Changed Land Use Designation |
|---|---|---|
| Vista Terrace Neighborhood Park Northern Expansion | Open Space | Park |
| West of Vista Terrace Neighborhood Park Expansion | Open Space | Institutional |
| North side of Beyer Blvd/I-805 | Low-Density Residential (5-10 du/ac) | Community Commercial/ Residential Permitted |
| North side of Beyer Blvd/I-805 | Low-Moderate Density Residential (10-22 du/ac) | Institutional |
| West San Ysidro Blvd/West Park Ave – west north corner | Park | Community Commercial/ Residential Permitted |
| West San Ysidro Blvd/near Cottonwood | Community Commercial/ Residential Permitted | Park |

The most significant change after the April 2015 community plan draft was the addition of a Specific Plan for the San Ysidro Historic Village Area as part of the project's implementation program. The boundaries of the village were further refined, and the discussions of the land use, mobility and

urban design elements originally in the 2015 community plan draft were moved into the Specific Plan document. The Specific Plan provided additional analysis for parking management and shared parking tools, and additional supplemental development regulations to further the village area vision.

A draft of the San Ysidro Historic Village Specific Plan was distributed to the San Ysidro Community Planning Group Specific Plan Subcommittee on February 2016. Following the collaborative meeting with the subcommittee, revisions to the document were made and a second draft of the Specific Plan was released to the full community on April 8, 2016 for their consideration and review. The draft was posted on the City's website and draft plans were distributed at the San Ysidro Community Planning Group.

The third draft of the Community Plan was released March 2016 with publication on the City's website, and presentation and distribution through the San Ysidro Community Plan Group. A presentation on the draft San Ysidro Community Plan, draft San Ysidro Historic Village Specific Plan, and San Ysidro Impact Fee Study occurred on Tuesday, April 12, 2016. On April 18th, 2016, the San Ysidro Community Planning Group voted to support the San Ysidro Community Plan, San Ysidro Historic Village Specific Plan, associated Zoning Program, and San Ysidro Impact Fee Study.

## 4.1.4 Changes Subsequent to Circulation of Draft PEIR for Public Review

Additional refinements were made to the San Ysidro Community Plan Update and San Ysidro Historic Village Specific Plan subsequent to distribution of the Draft PEIR for public review. These changes included modifications to the commercial land use designations applied to an area located east of Beyer Boulevard in the northern part of the plan area, and additional policies. In addition, there were other minor text and map edits to clarify existing content.

The changes in commercial land use designations involve changing approximately 8.5 acres, located west of Precision Park Lane, from Community Commercial to Heavy Commercial. Approximately 3.6 acres, located east of Precision Park Lane, has been changed from Community Commercial/Residential Permitted to Heavy Commercial. This change is reflected in revised versions of Figures 3-1 and 3-9 of the Final PEIR.

Three new policies were added to the Community Plan Update based on community comments. Policy 2.4.12 was added to the Land Use Element to support the San Ysidro Health Center and accessory parking needs. Policy 3.4.12 was added to the Mobility Element to further support future high quality transit to connect San Ysidro with employment centers. Policy 4.3.24, in the Urban Design Element, was revised to provide additional guidance on outdoor displays.

The SYHVSP contains revised Development Regulations in the Land Use chapter to provide additional clarity. The edits include moving language from policy 2.3.4 to Table 2-3; moving the ancillary use regulation from Table 2-5 to a new policy 2.4.3.j; discussing accessory support uses; revising Table 2-7 to list the parking ratios instead of referencing the Transit Area Overlay Zone; and reformatting Appendix A to be more reader-friendly. No substantial content was changed that would impact the original intent of the Specific Plan.

In addition to the changes in the Community Plan Update, other changes occurred subsequent to the preparation of the Draft PEIR which necessitated modifications to the Draft PEIR. These revisions are identified in strikeout/underline in this Final PEIR.

Modifications to the air quality and greenhouse gas (GHG) analysis were made to reflect the most recent buildout traffic volume forecast which was higher than assumed in the original analysis. However, the revised emission levels did not change the original conclusions of the Draft PEIR related to air quality and GHG impacts. The Traffic Impact Study, upon which the traffic analysis in the Draft PEIR was based, was not affected because it already assumed the higher buildout volume.

Other changes to the Draft PEIR were made in response to comments which were received during the public review period. These included additional clarifications to the air quality and GHG analysis in response to letters from the Climate Action Campaign and the San Diego Association of Governments (SANDAG). Other changes were made in response to comments from SANDAG related to regional planning policies and specific comments contained in an attachment to their letter. The full responses to these and other letters received during public review are contained in the Responses to Comments which accompany the Final PEIR.

None of the changes in the Community Plan Update or the Draft PEIR require recirculation of the PEIR. Section 15088.5 of the CEQA Guidelines indicates that recirculation of an EIR is only required if a change in the project or its circumstances would result in significant new information, new significant impacts, or an increase in the severity of previously identified significant impacts. None of these conditions would result from the proposed changes to the Community Plan Update or Draft PEIR. Thus, recirculation of the PEIR is not required.

# 5.0 ENVIRONMENTAL ANALYSIS

## 5.1 Land Use

### 5.1.1 Existing Conditions

#### 5.1.1.1 Existing Land Use

**a. SYCPU**

The SYCPU area encompasses 1,863 acres, and is located in the southernmost part of the City of San Diego, adjacent to the international border with Mexico. It is bounded by the Otay Mesa-Nestor community and SR-905 to the north, the Tijuana River Valley to the west, the Otay Mesa community to the east, and the international border to the south. San Ysidro contains a mix of residential, commercial, industrial, institutional, recreational, and open space uses. Although within the boundaries of the SYCPU area, the San Ysidro POE facility is not within the City's jurisdiction for planning purposes.

The settlement, growth, and development of San Ysidro revolve around its proximity to the United States/Mexico border. San Ysidro began as a small agricultural community and continued to retain this identity, even as its importance in, and dependence upon, border commerce began to grow. Today, the SYCPU area is an international crossroads and consists of a border community with the busiest land POE in North America. The SYCPU area is densely populated primarily with residential and commercial uses.

**Residential Uses**

The majority of housing in the SYCPU area is multi-family, with only approximately 30 percent of the housing stock comprised of single-family units. Residential land uses within the SYCPU area are located within five residential neighborhoods identified in the Adopted Community Plan, including the Southern, East Beyer and Hill Street, El Pueblito Viejo, Sunset, and the "Suburbs" neighborhoods, which are briefly described below.

Southern Neighborhood

The Southern neighborhood, located south of I-5, west of Willow Road, and north of Camino de la Plaza, consists primarily of multi-family housing types. This neighborhood also contains the large Coral Gates single-family community in the southeast portion of the SYCPU area. This neighborhood is within the SYCPU San Ysidro South Neighborhood.

East Beyer and Hill Street Neighborhood

The East Beyer and Hill Street neighborhood is located just east of I-805 and immediately south of the railroad and ~~trolley~~Trolley corridor. This small neighborhood along East Beyer Boulevard and Hill Street, in the eastern portion of the SYCPU area, consists mostly of single-family homes, but also includes a few multi-family developments. This neighborhood is within the SYCPU Border Village District.

El Pueblito Viejo Neighborhood

The El Pueblito Viejo neighborhood is located in the geographic center of the SYCPU area bounded by Beyer Boulevard on the north, East Beyer Boulevard and I-805 on the east, San Ysidro Boulevard on the south, and Smythe Avenue on the west. It consists of a small neighborhood of circa 1920 homes and the remaining portion of the historic Little Landers Colony from the turn-of-the-century. This neighborhood consists primarily of single-family homes with several units on one lot, bungalow courts, and small-scale attached units. Several large-scale multi-family developments, on two or more consolidated lots, also occur within this neighborhood. This neighborhood is within the SYCPU San Ysidro Historic Village.

Sunset Neighborhood

The Sunset neighborhood is located west of the El Pueblito Viejo neighborhood, generally bounded by Smythe Avenue on the east, Vista Lane on the north, San Ysidro Boulevard on the south, and Via Encantadores on the west. This neighborhood contains single-family homes and several medium- to large-scale multi-family developments. This neighborhood is within the SYCPU Sunset Neighborhood.

Suburbs Neighborhood

The Suburbs neighborhood is located in the northern, western, and eastern portions of the SYCPU area adjacent to the Sunset, El Pueblito Viejo, and East Beyer and Hill Street neighborhoods. The Suburbs primarily contain single-family tract homes built in the 1970s and early 1980s. The northern and western "suburbs" both contain several medium- to large-scale multi-family developments. This neighborhood is within the SYCPU San Ysidro West Neighborhood, San Ysidro North Neighborhood, and Beyer Hills Neighborhood.

**Commercial Uses**

Commercial uses are largely associated with the commercial districts along San Ysidro Boulevard and Camino de la Plaza, as well as the international border. Commercial uses along San Ysidro Boulevard were first established in the 1920s and 1930s, and consist of various one- to two-story buildings that comprise a historic district that functions as downtown with community and neighborhood commercial uses. Visitor-serving commercial development is located along Camino de la Plaza, particularly near the POE, and includes larger shopping malls, restaurants, Mexican insurance, money exchanges, and gas stations. Other main commercial corridors in the SYCPU area include Border Village Drive, Beyer Boulevard, and Dairy Mart Road.

**Industrial Uses**

Industrial uses are limited in the SYCPU, and generally occur in three areas, including along Calle Primera, Beyer Boulevard (just south of SR-905), and Border Village Road. Industrial developments mostly consist of multi-tenant industrial parks containing mostly warehouse, light manufacturing and distributing uses.

### Other Uses

Other land uses include institutional (schools), recreational (parks), open space, and transportation. Table 5.1-1, *Existing Land Use Distribution Summary*, summarizes the existing land use distribution within the SYCPU area.

**TABLE 5.1-1**
**EXISTING LAND USE DISTRIBUTION SUMMARY**

| Land Use | Acres | Floor Area | Dwelling Units |
|---|---|---|---|
| Single-family Residential | 366 | -- | 2,330 |
| Multi-family Residential | 230 | -- | 4,898 |
| Commercial | 137 | 1,993,186 | 14 |
| Industrial | 33 | 600,560 | -- |
| Institutional | 150 | 1,037,753 | -- |
| Open Space | 161 | -- | -- |
| Hotel | 20 | 413,301 | -- |
| Recreation | 3 | -- | -- |
| Public Parks | 36 | -- | -- |
| Transportation/Utilities | 246 | -- | -- |
| Right-of-way | 301 | -- | -- |
| Parking | 30 | -- | -- |
| Vacant | 150 | -- | -- |
| **TOTAL** | **1,863** | **4,044,800** | **7,242** |

### b. SYHVSP

The proposed SYHVSP area, which includes the El Pueblito Viejo neighborhood, encompasses approximately 112 acres and is bounded by I-805 on the east, I-5 on the south, Smythe Avenue on the west, and West Foothill Road and vacant parcels on the north side of Beyer Boulevard on the north. This area occurs within the geographic center of the SYCPU area, and is primarily comprised of older residential homes that were constructed in the 1920s. Residential uses are mostly single-family with several units on one lot, bungalow courts, and small-scale attached units. Several larger multi-family developments, on two or more consolidated lots, are also located in this area. Commercial uses are located along San Ysidro Boulevard, Beyer Boulevard, and East Olive Drive. In addition, a linear park (San Ysidro Community Park) is located between West Park Avenue and East Park Avenue that includes a recreation center, senior center, library, gymnasium, tennis and basketball courts, tot lot, and sports fields.

### 5.1.1.2 Regulatory Framework

Chapter 3.0 briefly describes land use plans, ordinances, and regulations that apply to the proposed SYCPU and future projects implemented under the SYCPU. The following discussion expands on applicable land use plans, including the General Plan, the existing San Ysidro Community Plan, Land Development Code, Multiple Species Conservation Program Subarea Plan, California Coastal Act, and the Regional ~~Comprehensive~~ Plan, as well as federal requirements associated with airport operations.

### a. City of San Diego General Plan

A comprehensive update of the City's General Plan was adopted in 2008, incorporating the City of Villages strategy, which was developed and adopted as part of the Strategic Framework Element in 2002. The Strategic Framework Element represented the City's new approach for shaping how the City will grow while attempting to preserve the character of its communities and its most treasured natural resources and amenities. It was developed to provide the overall structure to guide the General Plan update and future community plan updates and amendments, as well as the implementation of an action plan.

Under the City of Villages Strategy, the General Plan aims to direct new development projects away from natural undeveloped lands into already urbanized areas and/or areas where conditions allow the integration of housing, employment, civic, and transit uses. It is a development strategy that mirrors regional planning and smart growth principles intended to preserve remaining open space and natural habitat, and focus development in areas with available public infrastructure.

The General Plan includes 10 elements that are intended to provide guidance for future development. These are listed here and discussed in more detail below: (1) Land Use and Community Planning Element; (2) Mobility Element; (3) Urban Design Element; (4) Economic Prosperity Element; (5) Public Facilities, Services and Safety Element; (6) Recreation Element; (7) Conservation Element; (8) Noise Element; (9) Historic Preservation Element; and (10) Housing Element.

#### Land Use and Community Planning Element

The Land Use and Community Planning Element provides overarching policies to integrate the City of Villages strategy, and guide the provision of public facilities while accommodating planned growth. Policies within this Element, in combination with other elements, also protect coastal resources and ensure consistency with zoning regulations (e.g., LDC).

The Land Use and Community Planning Element of the City's General Plan is largely seen as the structure and framework for developing community plans. When appropriate, policies call for community plans to further identify appropriate land uses to meet the goals set by the General Plan and City of Villages strategy. The policies also indicate that mixed-use areas, villages, and community-specific policies are developed with public input and involvement.

The Land Use and Community Planning Element contains five goals related to community planning. These are to provide:

- Community plans that are clearly established as essential components of the General Plan to provide focus upon community-specific issues;
- Community plans that are structurally consistent yet diverse in their presentation and refinement of city-wide policies to address specific community goals;
- Community plans that maintain or increase planned density of residential land uses in appropriate locations;

- Community plan updates that are accompanied by updated IFS; and
- Community plans that are kept consistent with the future vision of the General Plan through comprehensive updates or amendments.

Community plans are important because they contain specific policies that protect community character. Future public and private projects are evaluated for consistency with policies in the community plans. The specific policies in the Land Use and Community Planning Element that apply to the development of all community plans throughout the City are included in Table 5.1-2, *Land Use and Community Planning Element Policies Related to Community Plans.*

**TABLE 5.1-2**
**LAND USE AND COMMUNITY PLANNING ELEMENT POLICIES**
**RELATED TO COMMUNITY PLANS**

| Policy | Description |
|---|---|
| LU-A.1(c) | Designate Neighborhood, Community, and Urban Village Centers, as appropriate, in community plans throughout the City, where consistent with public facilities adequacy and other goals of the General Plan. |
| LU-A.5 | Conduct environmental review and focused study during the community plan update process, of potential village locations, with input from recognized community planning groups and the general public, to determine if these locations are appropriate for mixed-use development and village design. |
| LU-A.7 | Determine the appropriate mix and densities/intensities of village land uses at the community plan level, or at the project level when adequate direction is not provided in the community plan.<br>a. Consider the role of the village in the City and region; surrounding neighborhood uses; uses that are lacking in the community; community character and preferences; and balanced community goals (see also Section H).<br>b. Achieve transit-supportive density and design, where such density can be adequately served by public facilities and services (see also Mobility Element, Policy ME-B.9). Due to the distinctive nature of each of the community planning areas, population density and building intensity will differ by each community. |
| LU-A.8 | Determine at the community plan level where commercial uses should be intensified within villages and other areas served by transit, and where commercial uses should be intensified within villages and other areas served by transit, and where commercial uses should be limited or converted to other uses. |
| LU-B.1 | Use the recommended Community Plan Designations identified on Table LU-4 so that over time, all community plans will use a common nomenclature to describe similar land uses and densities. |
| LU-B.2 | Identify a more refined street system than is included in the General Plan Land Use and Streets Map through the community plan update and amendment process (see also Mobility Element, Section C). |

**TABLE 5.1-2**
**LAND USE AND COMMUNITY PLANNING ELEMENT POLICIES**
**RELATED TO COMMUNITY PLANS**
**(continued)**

| Policy | Description |
|---|---|
| LU-C.1 | Establish each community plan as an essential and integral component of the City's General Plan with clear implementation recommendations and links to General Plan goals and policies.<br>a. Develop community plan policies that implement citywide goals and address community or neighborhood-specific issues; such policies may be more detailed or restrictive than the General Plan as needed (see also LU-C.1.c. and LU-C.2.).<br>b. Rely on community plans for site-specific land use and density designations and recommendations.<br>c. Maintain consistency between community plans and the General Plan, as together they represent the City's comprehensive plan. In the event of an inconsistency between the General Plan and a community plan, action must be taken to either: (1) amend the community plan, or (2) amend the General Plan in a manner that is consistent with the General Plan's Guiding Principles. |
| LU-C.2 | Prepare community plans to address aspects of development that are specific to the community, including: distribution and arrangement of land uses (both public and private); the local street and transit network; location, prioritization, and the provision of public facilities; community and site-specific urban design guidelines; urban design guidelines addressing the public realm; community and site-specific recommendations to preserve and enhance natural and cultural resources; and coastal resource policies (when within the Coastal Zone).<br>a. Apply land use designations at the parcel level to guide development within a community.<br>1. Include a variety of residential densities, including mixed use, to increase the amount of housing types and sizes and provide affordable housing opportunities.<br>2. Designate open space and evaluate publicly-owned land for future dedication and privately-owned lands for acquisition or protection through easements.<br>3. Evaluate employment land and designate according to its role in the community and in the region.<br>4. Designate land uses with careful consideration to hazard areas including areas affected by flooding and seismic risk as identified by Figure CE-5 Flood Hazard Areas and Figure PF-9 Geo-technical and Relative Risk Areas.<br>b. Draft each community plan with achievable goals, and avoid creating a plan that is a "wish list" or a vague view of the future.<br>c. Provide plan policies and land use maps that are detailed enough to provide the foundation for fair and predictable land use planning.<br>d. Provide detailed, site-specific recommendations for village sites. |

**TABLE 5.1-2**
**LAND USE AND COMMUNITY PLANNING ELEMENT POLICIES**
**RELATED TO COMMUNITY PLANS**
**(continued)**

| Policy | Description |
|---|---|
| LU-C.2 (cont.) | e. Recommend appropriate implementation mechanisms to efficiently implement General Plan and community plan recommendations.<br>f. Establish a mobility network to effectively move workers and residents.<br>g. Update the applicable public facilities financing plan to assure that public facility demands are adjusted to account for changes in future land use and for updated costs associated with new public facilities. |
| LU-C.3 | Maintain or increase the City's supply of land designated for various residential densities as community plans are prepared, updated, or amended. |
| LU-C.4 | Ensure efficient use of remaining land available for residential development and redevelopment by requiring that new development meet the density minimums of applicable plan designations. |
| LU-C.5 | Draft, update, and adopt community plans with a schedule that ensures that a community's land use policies are up-to-date and relevant, and that implementation can be achieved.<br>a. Utilize the recognized community planning group meeting as the primary vehicle to ensure public participation.<br>b. Include all community residents, property owners, business owners, civic groups, agencies, and City departments who wish to participate in both land use and public facilities planning and implementing the community vision.<br>c. Concurrently update plans of contiguous planning areas in order to comprehensively address common opportunities such as open space systems or the provision of public facilities and common constraints such as traffic congestion. |
| LU-C.6 | Review existing and apply new zoning at the time of a community plan update to assure that revised land use designations or newly-applicable policies can be implemented through appropriate zones and development regulations (see also Section F). |

Source: City of San Diego General Plan Land Use and Community Planning Element 2008.

Village Propensity

The Village Propensity Map in the Land Use Element of the General Plan (see General Plan Figure LU-1) illustrates existing areas that already exhibit village characteristics and areas that may have a propensity to develop as village areas. General Plan Figure LU-1 indicates that the central portion of the SYCPU possesses a moderate to high potential for village development, as described in the General Plan. Factors considered in locating village sites and ranking village propensity include community plan-identified capacity for growth; existing public facilities or an identified funding source for facilities; and existing or an identified funding source for transit service, community character, and environmental constraints (City of San Diego 2008a). Village propensity also takes into consideration the location of parks, fire stations, and transit routes.

Environmental Protection/Environmental Justice

The General Plan Land Use Element provides direction for preparation of community plans and areas of zoning and policy consistency, plan amendment processes, coastal planning, balanced communities, equitable development, and environmental justice. The USEPA defines Environmental Justice as fair treatment and meaningful involvement of all peoples, regardless of race, color, national origin, or income, with respect to development, implementation, and enforcement of environmental laws, regulations, and policies.

Specific policies for environmental justice from the General Plan Land Use and Community Planning Element as they relate to environmental protection are presented in Table 5.1-3, *Land Use and Community Element Policies Related to Environmental Protection.*

**Mobility Element**

The Mobility Element contains policies that promote a balanced, multi-modal transportation network while minimizing environmental and neighborhood impacts. In addition to addressing walking, streets, and transit, the Element also includes policies related to regional collaboration, bicycling, parking, the movement of goods, and other components of the transportation system. The specific policies in the Mobility Element that apply to the development of all community plans throughout the City are included in Table 5.1-4, *Mobility Element Policies Related to Community Plans.*

**TABLE 5.1-3**
**LAND USE AND COMMUNITY ELEMENT POLICIES RELATED TO ENVIRONMENTAL PROTECTION**

| Policy | Description |
|---|---|
| LU-I.12 | Ensure environmental protection that does not unfairly burden or omit any one geographic or socioeconomic sector of the City. |
| LU-I.13 | Eliminate disproportionate environmental burdens and pollution experienced by historically disadvantaged communities through adherence to the environmental justice policies in Section I and the following:<br>a. Apply zoning designations that separate industrial and sensitive receptor uses as presented on LU Table 4.<br>b. Preserve prime industrial land for the relocation of industrial uses out of residential areas (see also Economic Prosperity Element, Section A).<br>c. Promote environmental education including principles and issues of environmental justice (see also Conservation Element, Section N).<br>d. Use sustainable development practices (see also Conservation Element, Section A). |
| LU-I.14 | As part of community plan updates or amendments that involve land use or intensity changes, evaluate public health risks associated with identified sources of hazardous substances and toxic air emissions (see also Conservation Element, Section F). Create adequate distance separation, based on documents such as those recommended by the California Air Resources Board and site specific analysis, between sensitive receptor land use designations and potential identified sources of hazardous substances such as freeways, industrial operations or areas such as warehouses, train depots, port facilities, etc. |

**TABLE 5.1-3**
**LAND USE AND COMMUNITY ELEMENT POLICIES RELATED TO ENVIRONMENTAL PROTECTION**
**(continued)**

| Policy | Description |
|---|---|
| LU-I.15 | Plan for the equal distribution of potentially hazardous and/or undesirable yet necessary, land uses, public facilities and services, and businesses to avoid over concentration in any one geographic area, community, or neighborhood. |
| LU-I.16 | Ensure the provision of noise abatement and control policies that do not disenfranchise, or provide special treatment of, any particular group, location of concern, or economic status. |

Source: City of San Diego General Plan Land Use and Community Planning Element 2008.

**TABLE 5.1-4**
**MOBILITY ELEMENT POLICIES RELATED TO COMMUNITY PLANS**

| Policy | Description |
|---|---|
| ME-B.9 | Make transit planning an integral component of long range planning documents and the development review process.<br>a. Identify recommended transit routes and stops/stations as a part of the preparation of community plans and community plan amendments, and through the development review process.<br>b. Plan for transit-supportive villages, transit corridors, and other higher intensity uses in areas that are served by existing or planned higher-quality transit services, in accordance with Land Use and Community Planning Element, Sections A and C.<br>c. Proactively seek reservations or dedications of right-of-way along transit routes and stations through the planning and development review process.<br>d. Locate new public facilities that generate large numbers of person trips, such as libraries, community service centers, and some recreational facilities in areas with existing or planned transit access.<br>e. Design for walkability in accordance with the Urban Design Element, as pedestrian supportive design also helps create a transit supportive environment.<br>f. Address rail corridor safety in the design of development adjacent to or near railroad rights-of-way. |
| ME-C.1 | Identify the general location and extent of streets, sidewalks, trails, and other transportation facilities and services needed to enhance mobility in community plans.<br>a. Protect and seek dedication or reservation of right-of-way for planned transportation facilities through the planning and development review process.<br>b. Implement street improvements and multi-modal transportation improvements as needed with new development and as areas redevelop over time.<br>c. Identify streets or street segments where special design treatments are desired to achieve community goals. |

**TABLE 5.1-4**
**MOBILITY ELEMENT POLICIES RELATED TO COMMUNITY PLANS**
**(continued)**

| Policy | Description |
|---|---|
| ME-C.1 (cont.) | d. Identify streets or street segments, if any, where higher levels of vehicle congestion are acceptable in order to achieve vibrant community centers, increase transit-orientation, preserve or create streetscape character, or support other community-specific objectives.<br>e. Increase public input in transportation decision-making, including seeking input from multiple communities where transportation issues cross community boundaries. |

Source: City of San Diego General Plan Mobility Element 2008.

### Urban Design Element

Urban Design Element policies call for development that respects the City's natural setting; enhances the distinctiveness of neighborhoods; strengthens the natural and built linkages; and creates mixed-use, walkable villages throughout the City. The Urban Design Element addresses urban form and design through policies relative to San Diego's natural environment that work to preserve open space systems and target new growth into compact villages. There are no policies specifically related to community plans.

### Economic Prosperity Element

As stated in the Economic Prosperity Element,

> The policies in this element are intended to improve economic prosperity by ensuring that the economy grows in ways that strengthen our industries, retain and create good jobs with self-sufficient wages, increase average income, and stimulate economic investment in our communities (City of San Diego 2008a).

Additional highlighted General Plan policies from this Element are listed in Table 5.1-5, *Economic Prosperity Element Policies Related to Community Plans*. Availability and retention of industrial uses form an important part of the economic prosperity goals and strategies of the General Plan that is carried through to the community plans. Policies EP-A.12 through A.16 refer to the General Plan Figure EP-1 (Industrial and Prime Industrial Land Identification), which displays the prime industrial land throughout the City. The areas identified as prime industrial lands support "export-oriented base sector activities such as warehouse distribution, heavy or light manufacturing, research and development uses…that provide a significant benefit to the regional economy" (City of San Diego 2008a).

No Prime Industrial Lands are currently designated in the SYCPU area. Other Industrial lands are designated in three areas within the SYCPU area along Calle Primera, Beyer Boulevard (just south of SR-905), and Border Village Road. Appendix C of the General Plan contains a list of factors to consider when a change from industrial to another land use is proposed. Important factors when considering the suitability of a site for industrial use include whether or not the Community Plan designates the land for industrial uses, the presence of physical characteristics that would facilitate modern industrial development, and the balance of sensitive receptor land uses. The table of

Collocation/Conversion Suitability Factors from Appendix C of the General Plan is replicated as Table 5.1-6, *Collocation/Conversion Suitability Factors*, of this PEIR.

**TABLE 5.1-5**
**ECONOMIC PROSPERITY ELEMENT POLICIES RELATED TO COMMUNITY PLANS**

| Policy | Description |
|---|---|
| EP-A.1 | Protect base sector uses that provide quality job opportunities including middle-income jobs; provide for secondary employment and supporting uses; and maintain areas where smaller emerging industrial uses can locate in a multi-tenant setting. When updating community plans or considering plan amendments, the industrial land use designations contained in the Land Use and Community Planning Element should be appropriately applied to protect viable sites for base sector and related employment uses. |
| EP-A.4 | Include base sector uses appropriate to an office setting in Urban Village and Community Village Centers. |
| EP-A.5 | Consider the redesignation of non-industrial properties to industrial use where land use conflicts can be minimized. Evaluate the extent to which the proposed designation and subsequent industrial development would:<br>• Accommodate the expansion of existing industrial uses to facilitate their retention in the area in which they are located.<br>• Not intrude into existing residential neighborhoods or disrupt existing commercial activities and other uses.<br>• Mitigate any environmental impacts (traffic, noise, lighting, air pollution, and odor) to adjacent land.<br>• Be adequately served by existing and planned infrastructure. |
| EP-A.6 | Provide for the establishment or retention of non-base sector employment uses to serve base sector industries and community needs and encourage the development of small businesses. To the extent possible, consider locating these types of employment uses near housing. When updating community plans or considering plan amendments, land use designations contained in the Land Use and Community Planning Element should be appropriately applied to provide for non-base sector employment uses. |
| EP-A.7 | Increase the allowable intensity of employment uses in Subregional Employment Areas and Urban Village Centers where transportation and transit infrastructure exist. The role of transit and other alternative modes of transportation on development project review are further specified in the Mobility Element, Policies ME-C.8 through ME-C.10. |
| EP-A.8 | Concentrate more intense office development in Subregional Employment Areas and in Urban Villages with transit access. |
| EP-A.10 | Locate compatible employment uses on infill industrial sites and establish incentives to support job growth in existing urban areas. |
| EP-A.11 | Encourage the provision of workforce housing within employment areas not identified as Prime Industrial Land that is compatible with wage structures associated with existing and forecasted employment. |

**TABLE 5.1-5**
**ECONOMIC PROSPERITY ELEMENT POLICIES RELATED TO COMMUNITY PLANS**
**(continued)**

| Policy | Description |
|---|---|
| EP-A.12 | Protect Prime Industrial Land as shown on the Industrial and Prime Industrial Land Map, Figure EP-1. As community plans are updated, the applicability of the Prime Industrial Land Map will be revisited and changes considered.<br>a. Amend the boundaries of Figure EP-1 if community plan updates or community plan amendments lead to an addition of Prime Industrial Lands, or conversely, a conversion of Prime Industrial Land uses to other uses that would necessitate the removal of properties from the Prime Industrial Land identification.<br>b. Amend the boundaries of Figure EP-1 if community plan updates or community plan amendments/rezones lead to a collocation (the geographic integration of residential uses and other non-industrial uses into industrial uses located on the same premises) of uses.<br>c. Justification for a land use change must be supported by an evaluation of the prime industrial land criteria in Appendix C, EP-1, the collocation/conversion suitability factors in Appendix C, EP-2, and the potential contribution of the area to the local and regional economy. |
| EP-A.16 | In industrial areas not identified as Prime Industrial Lands on Figure EP-1, the redesignation of industrial lands to non-industrial uses should evaluate the Area Characteristics factor in Appendix C, EP-2 to ensure that other viable industrial areas are protected. |
| EP-A.17 | Analyze the collocation and conversion suitability factors listed in Appendix C, EP-2, when considering residential conversion or collocation in non-prime industrial land areas. |
| EP-A.20 | Meet the following requirements in all industrial areas as a part of the discretionary review of projects involving residential, commercial, institutional, mixed-use, public assembly, or other sensitive receptor land uses:<br>• Analyze the Collocation/Conversion Suitability Factors in Appendix C, EP-2.<br>• Incorporate pedestrian design elements including pedestrian-oriented street and sidewalk connections to adjacent properties, activity centers, and transit.<br>• Require payment of the conversion/collocation project's fair share of community facilities required to serve the project (at the time of occupancy). |
| EP-B.1 | Increase the vitality of commercial areas, and provide goods and services easily accessible to residents and promote community identity. When updating community plans or considering plan amendments, apply the appropriate community plan commercial land use designations to implement the above policy. |
| EP-B.2 | Encourage development of unique shopping districts that help strengthen community identity and contribute to overall neighborhood revitalization. |
| EP-B.3 | Concentrate commercial development in Neighborhood, Community, and Urban Villages, and in Transit Corridors. |
| EP-B.5 | Identify commercial retail and service areas in community plans to serve markets beyond the community. |
| EP-B.6 | Promote economically vital neighborhood commercial districts that foster small business enterprises and entrepreneurship. |
| EP-B.8 | Retain the City's existing neighborhood commercial activities and develop new commercial activities within walking distance of residential areas, unless proven infeasible. |

**TABLE 5.1-5**
**ECONOMIC PROSPERITY ELEMENT POLICIES RELATED TO COMMUNITY PLANS**
**(continued)**

| Policy | Description |
|---|---|
| EP-B.12 | Determine the appropriate mix and form of residential and commercial uses along Transit Corridors based on the unique character of the community, considering: the types and mix of uses that will complement adjacent neighborhoods, parcel size and depth, and the need to revitalize economically obsolete uses. |
| EP-B.16 | Evaluate the amount and type of commercial development that is desirable and supportable for a community during the community plan update process and in subsequent community plan amendments. Reduce excess commercially designated land by providing for appropriate reuse or alternative use. Consider re-designating commercial land characterized by commercial retail and service uses to residential or mixed-use where some or all of the following factors are present:<br>• Where the lot size or configuration is inadequate, or other site characteristics result in an inability to develop or sustain a viable commercial use;<br>• Where site driveways could adversely affect traffic flow;<br>• Where community facilities are accessible for residents;<br>• Where the existing use is underutilized and there is an adequate supply of community serving commercial uses;<br>• Where there is good transit, pedestrian and bicycle connectivity with employment areas; or<br>• Where it would not impact the viability for base sector use of any adjacent land identified as prime industrial land on Figure EP-1. |
| EP-K.7 | Utilize redevelopment to eliminate or minimize land use conflicts that pose a significant hazard to human health and safety. |
| EP-L.2 | Prepare a Community and Economic Benefit Assessment (CEBA) process focusing on economic and fiscal impact information for significant community plan amendments involving land use or intensity revisions. A determination of whether a CEBA is required for community plan amendments will be made when the community plan amendment is initiated. |

Source: City of San Diego General Plan Economic Prosperity Element 2008a.

**TABLE 5.1-6**
**COLLOCATION/CONVERSION SUITABILITY FACTORS**

| Factor | Description |
|---|---|
| Area Characteristics | The amount of office and commercial development in the area. The significance of encroachment of the non-industrial uses which has already occurred in the area. The area's attractiveness to manufacturing, research and development, wholesale distribution, and warehousing uses, based on a variety of factors including physical site characteristics, parcel size, parcel configuration, surrounding development patterns, transportation access, and long-term market trends. |
| Transit Availability | The area is located within one-third mile of existing or planned public transit. The project proponent's ability to provide or subsidize transit services to the project, if public transit service is not planned or is inadequate. |
| Impact on Prime Industrial Lands | The location of the proposed project adjacent to prime industrial lands and the impact of the proposed project utilization of the prime industrial lands for industrial purposes. |
| Significance of Residential/Employment Component | The significance of the proposed residential density to justify a change in land use. If residential is proposed on the same site, the amount of employment space on the site is to be retained. |
| Residential Support Facilities | The presence of public and commercial facilities generally associated with residential neighborhoods in close proximity to the area, such as recreational facilities, grocery stores, and schools. |
| Airport Land Use Compatibility | The location of the site in the airport influence area where incompatibilities may result due to adopted Airport Land Use Compatibility Plan policies, Air Installation Compatibility Use Zone Study recommendations, and restrictive use easements. |
| Public Health | The location of the site in an employment area where significant incompatibilities may result regarding truck traffic, odors, noise, safety, and other external environmental effects. |
| Public Facilities | The availability of facilities to serve the residential units. Provide public facilities on-site wherever feasible. |
| Separation of Uses | The adequacy of the separation between industrial and residential properties with regard to hazardous or toxic air contaminants or hazardous or toxic substances. Determine if there are any sources of toxic or hazardous air contaminants, or toxic or hazardous substances, within a quarter mile of the property between proposed residential or other sensitive receptor land uses and proposed properties where such contaminants or substances are located. If so, an adequate distance separation shall be determined on a case-by-case basis based on an approved study submitted by the applicant to the City and appropriate regulatory agencies. If no study is completed, provide a 1000-ft. minimum distance separation between property lines. Uses which are not sensitive receptor land uses, such as most commercial and business offices, retail uses, parking, open space, and public rights-of-way can locate between the properties within the separation area. |

Source: City of San Diego General Plan Appendix C 2008a.

### Public Facilities, Services, and Safety Element

The Public Facilities, Services, and Safety Element is directed at providing adequate public facilities and services through policies that address public financing strategies, public and developer financing responsibilities, prioritization, and the provision of specific facilities and services that must

accompany growth. The policies within this Element also apply to fire-rescue, police, wastewater collection and treatment, storm water infrastructure, water supply and distribution, waste management, libraries, schools, public utilities, and disaster preparedness. There are no policies specifically related to community plans.

### Recreation Element

The goals and policies of the Recreation Element have been developed to take advantage of the City's natural environment and resources, to build upon existing recreation facilities and services, to help achieve an equitable balance of recreational resources, and to adapt to future recreation needs. The Recreation Element contains policies to address the challenge of meeting the public's park and recreational needs; the inequitable distribution of parks citywide, especially acute in the older, urbanized communities; and to work toward achieving a sustainable, accessible, and diverse park and recreation system. The Recreation Element also addresses alternative methods, or "equivalencies," to achieve city-wide equity where constraints make meeting City guidelines for public parks infeasible, or to satisfy community-specific needs and demands. The specific policies in the Recreation Element that apply to the development of all community plans throughout the city are included in Table 5.1-7, *Recreation Element Policies Related to Community Plans*.

**TABLE 5.1-7**
**RECREATION ELEMENT POLICIES RELATED TO COMMUNITY PLANS**

| Policy | Description |
|---|---|
| RE-A.2 | Use community plan updates to further refine citywide park and recreation land use policies consistent with the Parks Master Plan.<br>a. In the absence of a Parks Master Plan, utilize community plans to guide park and recreation facilities acquisition and development citywide.<br>b. Coordinate public facilities financing plans with community plan and the Parks Master Plan recommendations to properly fund needed park and recreation facilities throughout the City.<br>c. Identify the location of population-based parks when updating community plans so they are accessible and centrally located to most users, unless a community benefit can be derived by taking advantage of unique opportunities, such as adjacency to open space, park linkages, desirable views, etc. |

Source: City of San Diego General Plan Recreation Element 2008a.

### Conservation Element

The Conservation Element contains policies to guide the conservation of resources that are fundamental components of San Diego's environment, that help define the City's identity, and that are relied upon for continued economic prosperity. San Diego's resources include, but are not limited to water, land, air, biodiversity, minerals, natural materials, recyclables, topography, viewsheds, and energy. The specific policies in the Conservation Element that apply to the development of all community plans throughout the City are included in Table 5.1-8, *Conservation Element Policies Related to Community Plans*.

**TABLE 5.1-8**
**CONSERVATION ELEMENT POLICIES RELATED TO COMMUNITY PLANS**

| Policy | Description |
|---|---|
| CE-C.2 | Control sedimentation entering coastal lagoons and waters from upstream urbanization using a watershed management approach that is integrated into local community and land use plans (see also Land Use Element, Policy LU-E-1). |
| CE-J.2 | Include community street tree master plans in community plans.<br>a. Prioritize community streets for street tree programs.<br>b. Identify the types of trees proposed for those priority streets by species (with acceptable alternatives) or by design form.<br>c. Integrate known protected trees and inventory other trees that may be eligible to be designated as a protected tree. |
| CE-J.3 | Develop community plan street tree master plans during community plan updates in an effort to create a comprehensive citywide urban forest master plan. |

Source: City of San Diego General Plan Conservation Element 2008.

## Noise Element

The Noise Element provides goals and policies to guide compatible land uses, and the incorporation of noise attenuation measures for new uses to protect people living and working in the City from an excessive noise environment. The specific policies in the Noise Element that apply to the development of all community plans throughout the City are included in Table 5.1-9, *Noise Element Policies Related to Community Plans*.

**TABLE 5.1-9**
**NOISE ELEMENT POLICIES RELATED TO COMMUNITY PLANS**

| Policy | Description |
|---|---|
| NE-A.1 | Separate excessive noise-generating uses from residential and other noise-sensitive land uses with a sufficient spatial buffer of less sensitive uses. |
| NE-A.2 | Assure the appropriateness of proposed developments relative to existing and future noise levels by consulting the guidelines for noise-compatible land use (shown on Table NE-3) to minimize the effects on noise-sensitive land uses. |
| NE-A.3 | Limit future residential and other noise-sensitive land uses in areas exposed to high levels of noise. |
| NE-A.4 | Require an acoustical study consistent with Acoustical Study Guidelines (General Plan Table NE-4) for proposed developments in areas where the existing or future noise level exceeds or would exceed the "compatible" noise level thresholds as indicated on the Land Use-Noise Compatibility Guidelines (see PEIR Section 5.5, *Noise*, Table 5.5-1). |
| NE-A.5 | Prepare noise studies to address existing and future noise levels from noise sources that are specific to a community when updating community plans. |
| NE-B.1 | Encourage noise-compatible land uses and site planning adjoining existing and future highways and freeways. |
| NE-B.2 | Consider traffic calming design, traffic control measures, and low-noise pavement surfaces that minimize motor vehicle traffic noise. |

**TABLE 5.1-9**
**NOISE ELEMENT POLICIES RELATED TO COMMUNITY PLANS**
**(continued)**

| Policy | Description |
|---|---|
| NE-B.3 | Require noise reducing site design, and/or traffic control measures for new development in areas of high noise to ensure that the mitigated levels meet acceptable decibel limits. |
| NE-B.5 | Designate local truck routes to reduce truck traffic in noise-sensitive land use areas. |
| NE-C.1 | Use site planning to help minimize exposure of noise sensitive uses to rail corridor and ~~trolley~~Trolley line noise. |

Source: City of San Diego General Plan Noise Element 2008a.

### Historic Preservation Element

The Historic Preservation Element guides the preservation, protection, restoration, and rehabilitation of historical and cultural resources. The specific policies in the Historic Preservation Element that apply to the development of all community plans throughout the City are included in Table 5.1-10, *Historic Preservation Element Policies Related to Community Plans.*

**TABLE 5.1-10**
**HISTORIC PRESERVATION ELEMENT POLICIES RELATED TO COMMUNITY PLANS**

| Policy | Description |
|---|---|
| HP-A.2 | Fully integrate the consideration of historical and cultural resources in the larger land use planning process.<br>a. Promote early conflict resolution between the preservation of historical resources and alternative land uses.<br>b. Encourage the consideration of historical and cultural resources early in the development review process by promoting the preliminary review process and early consultation with property owners, community and historic preservation groups, land developers, Native Americans, and the building industry.<br>c. Include historic preservation concepts and identification of historic buildings, structures, objects, sites, neighborhoods, and non-residential historical resources in the community plan update process.<br>d. Conservation areas that are identified at the community plan level, based on historical resources surveys, may be used as an urban design tool to complement community character.<br>e. Make the results of historical and cultural resources planning efforts available to planning agencies, the public and other interested parties to the extent legally permissible. |

Source: City of San Diego General Plan Historic Preservation Element 2008a.

### Housing Element

The separately adopted 2013–2020 Housing Element is intended to assist with the provision of adequate housing to serve San Diegans of every economic level and demographic group.

### b. Adopted San Ysidro Community Plan

The Adopted San Ysidro Community Plan (1990), as amended, addresses the development of land within San Ysidro, and provides more detailed land use, design, roadway, and implementation information than is found at the General Plan level. The intent of the Community Plan is to provide comprehensive development standards, and implementation recommendations to promote the physical and economic well-being of San Ysidro. The Plan is also intended to ensure that the community is properly developed as the gateway to the City and to the United States.

The current Adopted Community Plan contains goals, objectives, and policies within nine elements, including (1) Residential; (2) Commercial; (3) The International Gateway; (4) Industrial; (5) Parks, Recreation, and Open Space; (6) Urban Form; (7) Transportation and Circulation; (8) Community Facilities and Services; and (9) and Cultural and Historical Resources. The proposed SYCPU area is within the Coastal Overlay Zone and is subject to the Coastal Act, which is implemented by the LCP. This portion of the Coastal Zone is being considered for an LCP within the SYCPU.

Figure 5.1-1, *Adopted Land Use Plan*, illustrates the Adopted San Ysidro Community Plan land use designations. Table 5.1-11, *Adopted San Ysidro Community Plan Designated Land Uses*, provides a summary of acreage, square footage (SF) of floor area, or number of dwelling units per net residential acre (DU/NRA) for each land use category at buildout for the Adopted San Ysidro Community Plan, as amended.

**TABLE 5.1-11**
**ADOPTED SAN YSIDRO COMMUNITY PLAN DESIGNATED LAND USES**

| Land Use | Acres | Floor Area (SF) | Dwelling Units |
|---|---|---|---|
| Single-Family Residential | 328 | -- | 2,257 |
| Multi-family Residential | 308 | -- | 5,814 |
| Commercial | 192 | 3,156,642 | 17 |
| Industrial | 33 | 626,548 | -- |
| Institutional | 209 | 1,056,291 | -- |
| Open Space | 161 | -- | -- |
| Hotel | 18 | 397,417 | -- |
| Recreation | 3 | -- | -- |
| Public Parks | 80 | -- | -- |
| Transportation/Utilities | 216 | -- | -- |
| Right-of-way | 294 | -- | -- |
| Parking | 13 | -- | -- |
| Vacant | 7 | -- | -- |
| **TOTAL** | **1,862**[1] | **5,236,898** | **8,088** |

[1] Difference from 1,863 acres related to rounding

### c. San Ysidro Redevelopment Plan

Approximately 766 acres in the central portion of the proposed SYCPU area have been designated as a redevelopment project area for the City. The redevelopment project area generally includes the area bounded by Del Sur Boulevard and Caithness Drive to the north, East Beyer Boulevard to the east, the Tijuana River levee to the west, and Mexico to the south. The redevelopment project area

was approved for a 30-year period (1996–2026) along with the San Ysidro Redevelopment Plan on April 16, 1996 by Ordinance No. O-18295.

The Redevelopment Agency of the City (Agency) was dissolved as of February 1, 2012, per Assembly Bill 1X 26 (AB 26). The City, serving as the successor agency per Resolution No. R-307238 (January 12, 2012), has assumed the former Agency's assets, rights, and obligations under the California Community Redevelopment Law, subject to some limitations, and is winding down the former Agency's affairs and taking other actions in accordance with the dissolution provisions in Part 1.85 of AB 26.

While AB 26 resulted in the dissolution of redevelopment agencies, redevelopment project areas and redevelopment plans were not explicitly removed. Further, AB 26 states that existing redevelopment plans cannot be created or amended. However, although the State prohibits making amendments to redevelopment plans, consistency with an adopted redevelopment plan is not a required finding for the proposed SYCPU land use plan. Therefore, the San Ysidro Redevelopment Plan is not further discussed in this PEIR.

**d. Land Development Code**

Chapters 11 through 15 of the City's Municipal Code are referred to as the LDC, as they contain the City's land development regulations that dictate how land is to be developed and used within the City. The LDC contains citywide base zones, and the PDOs that specify permitted land use; development standards, such as density, FAR) and other requirements for given zoning classifications; overlay zones, and other supplemental regulations that provide additional development requirements.

Development within the SYCPU area is subject to the development regulations of the LDC, the San Ysidro Planned District Ordinance (SYPDO), as well as the Coastal Overlay Zone and the Transit Area Overlay Zone.

**San Ysidro Planned District Ordinance**

The SYPDO is one of the PDOs within the LDC. PDOs provide tailored zoning, used in conjunction with the LDC, for specified areas of the City. The City proposes to rescind the SYPDO and replace it with citywide zoning as part of the community plan update process.

Chapter 15, Article 18 of the LDC contains the SYPDO with a stated purpose to "provide reasonable development criteria for the construction or alteration of quality commercial and industrial development throughout the San Ysidro community." As such, the SYPDO contains development regulations for commercial and industrial zoned areas within the SYCPU area.

A San Ysidro Development Permit is required for the following types of projects, pursuant to Section 1518.0202(a):

1. Additions to structures greater than or equal to 50 percent of the existing gross square foot floor area.

2. Commercial development greater than or equal to 5,000 square feet of gross floor area.

3. Industrial development greater than or equal to 7,000 square feet of gross floor area.

4. Development of any project in the areas shown on Map Drawing No. C-801.2, sheet 2, with the exception of tenant improvements and facade improvements as per Section 1518.0201(b).

5. Mixed-use projects consisting of commercial and residential development.

6. Variances from development standards not covered in Section 1518.0201(f), or requests for deviations in excess of 20 percent of standards listed in Section 1518.0201(f).

**General Development Regulations**

Chapter 14 of the LDC includes the general development regulations, supplemental development regulations, building regulations, and electrical/plumbing/mechanical regulations that govern all aspects of project development. The grading, landscaping, parking, signage, fencing, and storage requirements are all contained within the Chapter 14, General Regulations. Also included within the general regulations of Chapter 14 are the Environmentally Sensitive Land (ESL) Regulations, discussed below.

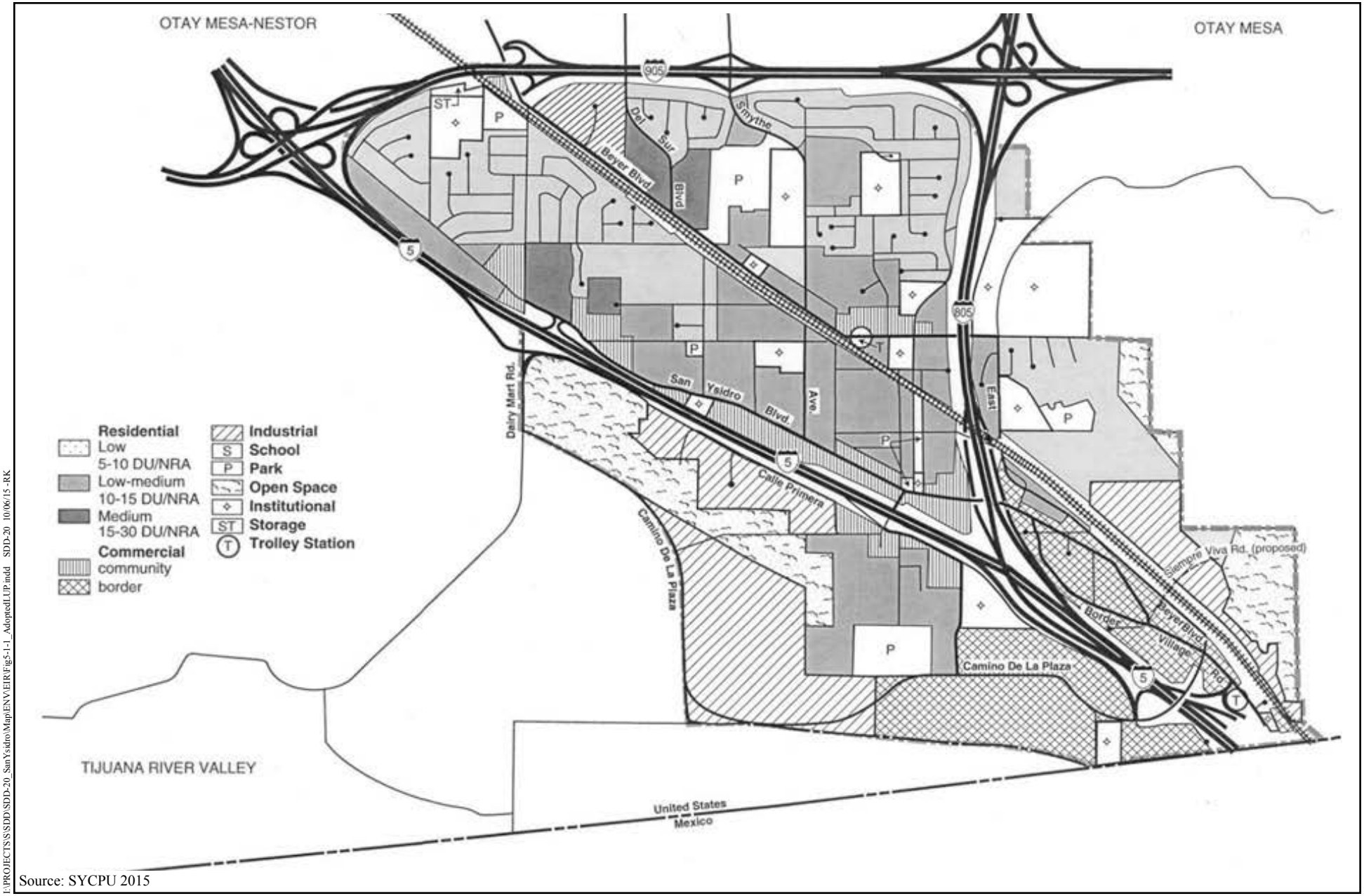
**Environmentally Sensitive Lands Regulations**

The purpose of the ESL Regulations (LDC Sections 143.0101 through 143.0160) is to protect, preserve and, where damaged, restore environmentally sensitive lands and the viability of the species supported by those lands. The ESL Regulations apply to all proposed development when environmentally sensitive lands, including sensitive biological resources, steep hillsides, floodplains, or coastal bluffs, are present. The regulations are designed to ensure that development occurs in a manner that protects natural resources and the natural and topographic character of the area, and retains biodiversity and interconnected habitats. The ESL Regulations contain development regulations that are applied through a Site Development Permit in accordance with Section 125.0502 of the LDC when there is a potential for impacts to environmentally sensitive resources.

Within the SYCPU area, ESL resources include sensitive species and habitats, steep hillsides, and floodplains. Compliance of the CPU with the ESL Regulations is discussed in Issue 3, Section 5.1.5.

**Historical Resources Regulations**

The purpose of the City's Historical Resources Regulations, found in Section 143.0251 of the LDC, is to protect, preserve, and, where damaged, restore the historical resources of San Diego, which include historical buildings, historical structures or objects, important archaeological sites, historical districts, historical landscapes, and traditional cultural properties. These regulations are intended to assure that development occurs in a manner that protects the overall quality of historical resources. The Historic Resources Regulations require that development affecting designated historical resources or historical districts shall provide full mitigation for the impact to the resource, in accordance with the Historical Resources Guidelines of the Land Development Manual (LDM), as a condition of approval. If development cannot, to the maximum extent feasible, comply with the development regulations for historical resources, then a Site Development Permit in accordance




Source: SYCPU 2015

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# Adopted Land Use Plan

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Figure 5.1-1

with Process Four is required. A more detailed description of the regulatory setting related to historical resources is provided in Section 5.7, *Historical Resources*.

**Coastal Overlay Zone**

The southwestern portion of the proposed SYCPU area is located within the Coastal Overlay Zone (Figure 5.1-2, *Coastal Zone*), generally south of I-5 and west of Willow Road within the Dairy Mart Ponds and Tijuana River Valley. The Coastal Overlay Zone (described within Chapter 13, Article 2, Division 4 of the LDC) addresses the protection of public access and coastal resources consistent with the Coastal Act. Development within the Coastal Overlay Zone is subject to the regulations of the LDC, as certified by the CCC, and requires a California Development Permit (CDP) unless exempted by Section 126.070 of the LDC.

**Transit Area Overlay Zone**

Areas in close proximity to transit stops have reduced parking demand, and are allowed reduced off-street parking requirements, as compared to standard requirements. Two areas within the SYCPU area are located within this overlay zone, including the area near the Beyer Boulevard/Smythe Avenue intersection, and near the international border.

**Airport Land Use Compatibility Overlay Zone**

The purpose of the Airport Land Use Compatibility Overlay Zone (LDC Section 132.1501 et. seq.) is to implement adopted Airport Land Use Compatibility Plans (ALUCPs), in accordance with state law, as applicable to property within the City. The intent of the supplemental regulations is to ensure that new development located within an airport influence area (AIA) is compatible with respect to airport-related noise, public safety, airspace protection, and aircraft overflight areas. The northern portion of the SYCPU area is located within Brown Field's AIA (Figure 5.1-3, *Airport Overlays – Brown Field*), while most of the SYCPU area is within the AIA for the Imperial Beach Naval Outlying Landing Field (NOLF) as shown in Figure 5.1-4, *Airport Overlays – NOLF Imperial Beach*. The San Diego Airport Land Use Commission (ALUC) identifies review requirements for new development or redevelopment within applicable AIA review areas identified in ALUCPs. This includes two general areas, Review Areas 1 and 2, as defined by mapped boundaries in the associated Land Use Compatibility Plans. Review Area 1 for both airports is generally related to safety and noise concerns, and does not apply to the proposed SYCPU or SYHVSP projects. The Review Area 2 for the NOLF involves potential airspace compatibility issues related to glare; lighting; electromagnetic interference; dust, water vapor and smoke; thermal plumes; and bird attractants (ALUC 2014).

Associated requirements for new development or redevelopment in the Brown Field Review Area 2 designation are limited to height restrictions for applicable structures/locations. Portions of the SYCPU area are located within the Review Area 2 boundaries identified in the ALUCPs for both noted airports, while the SYHVSP is entirely within the Review Area 2 boundary for the NOLF but outside of the corresponding boundary for Brown Field. As depicted on Figure 5.1-4, the NOLF Review Area 2 boundary includes all portions of the SYCPU area west of I-805, as well as areas east of I-805 and south of Beyer Boulevard (ALUC 2014). The northern portion of the SYCPU area (approximately north of Vista Lane) is also within the Review Area 2 boundary for Brown Field (ALUC 2010). In addition, both the SYCPU and SYHVSP areas are within the Federal Aviation Administration (FAA) Noticing Area for Brown Field and/or the NOLF, as outlined below under Item h.

**e. Multiple Species Conservation Program**

The MSCP is a comprehensive program to preserve a network of habitat and open space in the region. In accordance with the MSCP, the City adopted a Subarea Plan in March 1997 to implement the MSCP and habitat preserve system within the City limits. One of the primary objectives of the MSCP is to identify and maintain a preserve system that allows for animals and plants to exist at both the local and regional levels. Large blocks of native habitat having the ability to support a diversity of plant and animal life are known as "core biological resource areas." Linkages between these core areas provide for wildlife movement. The City's MSCP Subarea Plan establishes a 52,727-acre area in which a permanent MSCP preserve, known as the Multi-habitat Planning Area (MHPA), will be assembled and managed.

The City's MSCP Subarea Plan additionally provides MHPA Land Use Adjacency Guidelines, which aim to avoid or reduce significant indirect impacts from adjacent uses. These guidelines address the issues of drainage, toxics, lighting, noise, barriers, invasive species, brush management, and grading/development and are intended to be incorporated into the *Mitigation Monitoring and Reporting Program* (*MMRP*), and applicable permits during the development review phase of future proposed projects. New development adjacent to the MHPA is required to address means of reducing these indirect impacts through implementation of the MHPA Land Use Adjacency Guidelines. A detailed discussion of these guidelines is included in Section 5.6.2.1 of this PEIR.

**f. California Coastal Act**

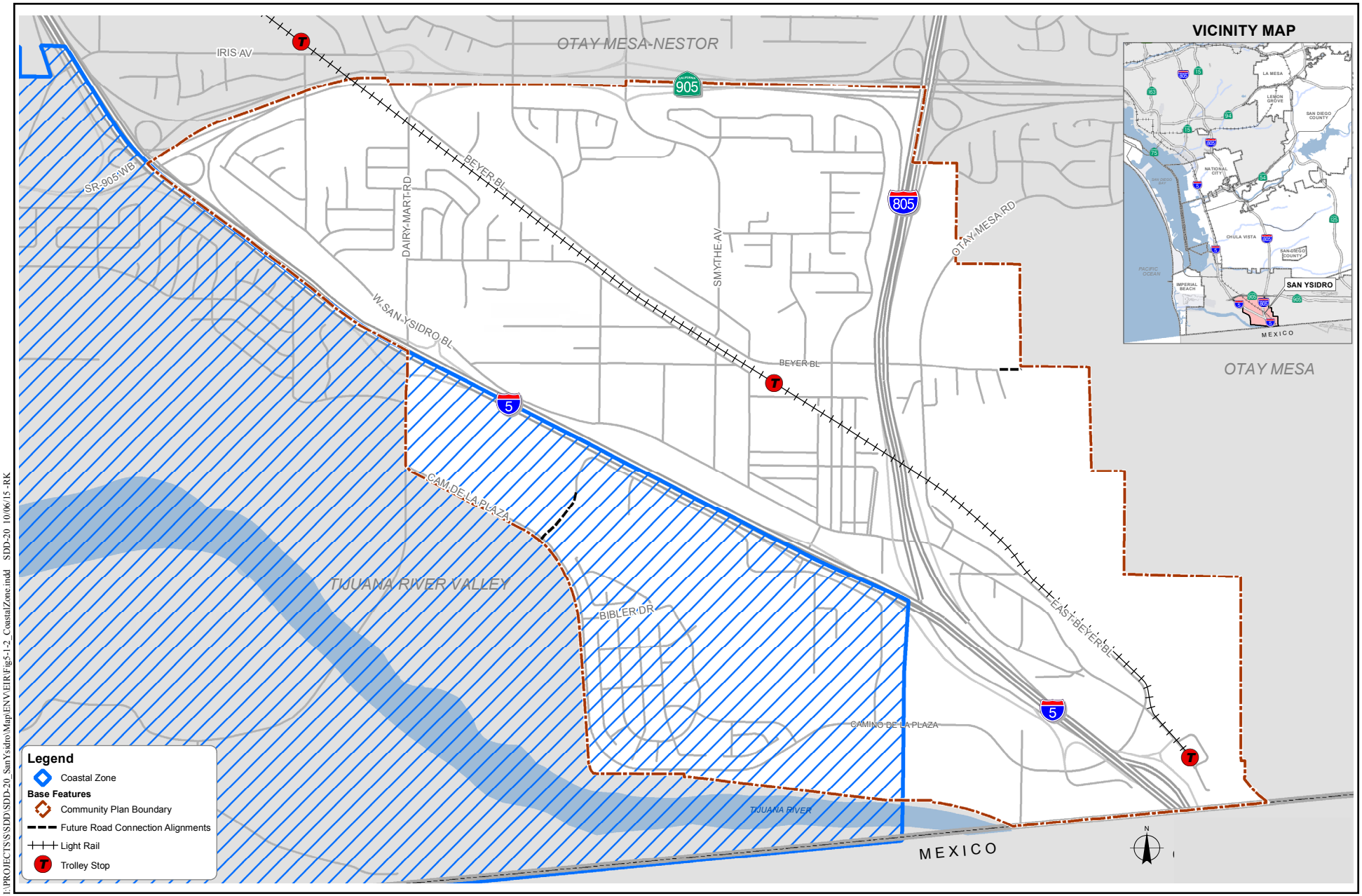
Chapter 3 of the California Coastal Act, also known as Public Resources Code (PRC) Sections 30200-30265.5, governs coastal resources planning and management and protects public access and recreation within the Coastal Overlay Zone. The Coastal Act requires projects within the Coastal Overlay Zone to be consistent with standards and policies addressing public access, recreation, marine environment, land resources, development, and industrial development. As illustrated in Figure 5.1-2, the southwestern portion of the proposed SYCPU area is located within the Coastal Overlay Zone, generally south of I-5 and west of Willow Road within the Dairy Mart Ponds and Tijuana River Valley. An LCP was certified by the CCC, most recently in 1999 (Tijuana River Valley LCP Land Use Plan). The LCP is consistent with the Coastal Act in that coastal resources planning and management, public access, and recreation are addressed.

Because the CCC has certified the LCP, the City has the authority to issue CDPs for projects within its jurisdiction that are consistent with the LCP. The LDC is the certified implementing ordinance for the development within the Coastal Overlay Zone. Development is currently reviewed against the regulations of the SYPDO, the LDC, and the certified LCP.

**g. San Diego Association of Government's San Diego Forward: The Regional Plan**

~~**SANDAG's Regional Comprehensive Plan**~~

The San Diego Forward: The Regional Plan (Regional Plan) prepared and adopted by SANDAG in 2015, is the long-range planning document developed to address the region's housing, economic, transportation, environmental, and overall quality-of-life needs. The Regional Plan supports healthy communities, a protected environment, a vibrant economy, and mobility choices for the region's residents over the next 35 years. It is a comprehensive roadmap that integrates the Regional




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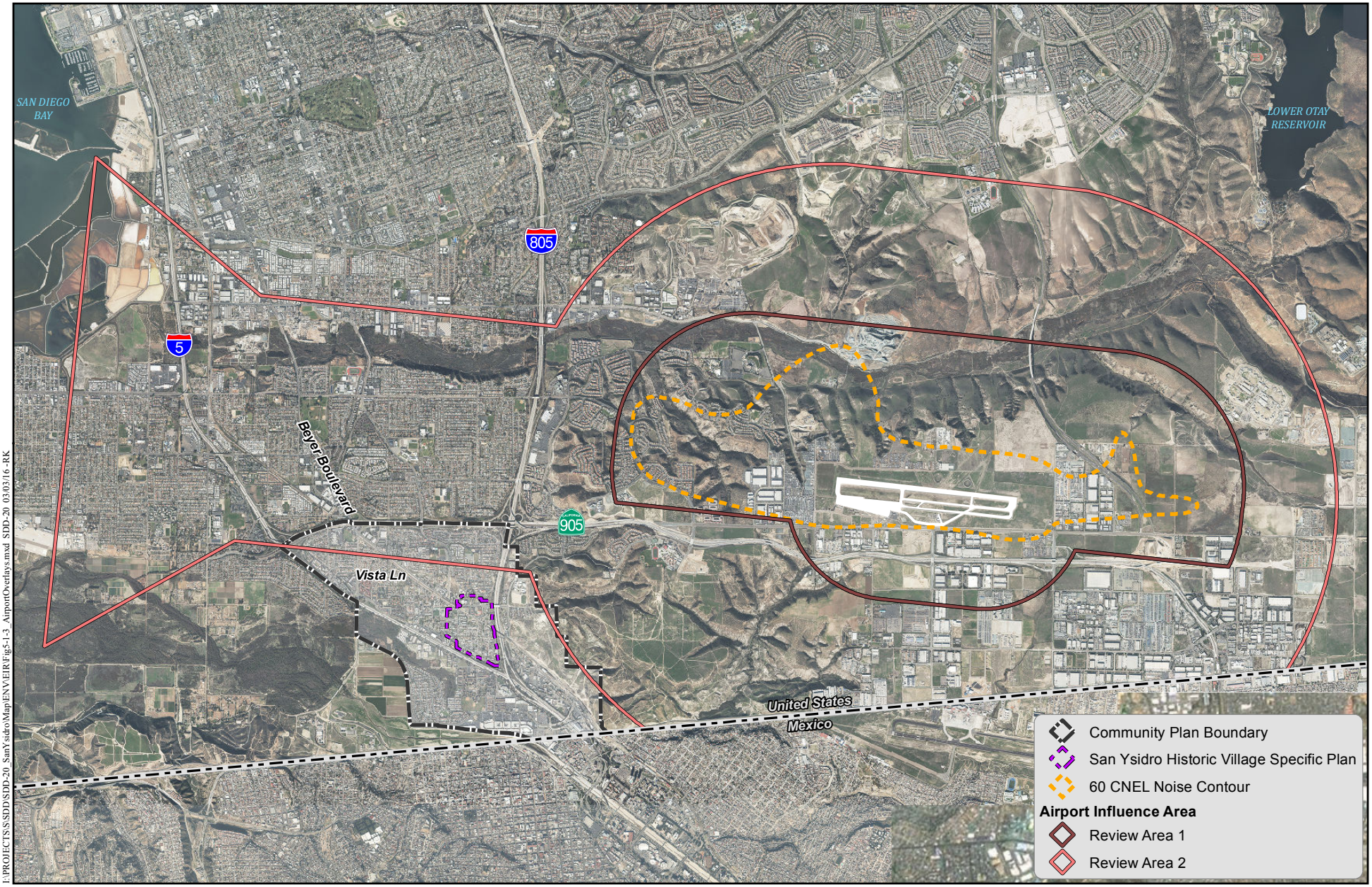
Source: SYCPU 2015

# Coastal Zone

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Figure 5.1-2




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Source: SanGIS 2015

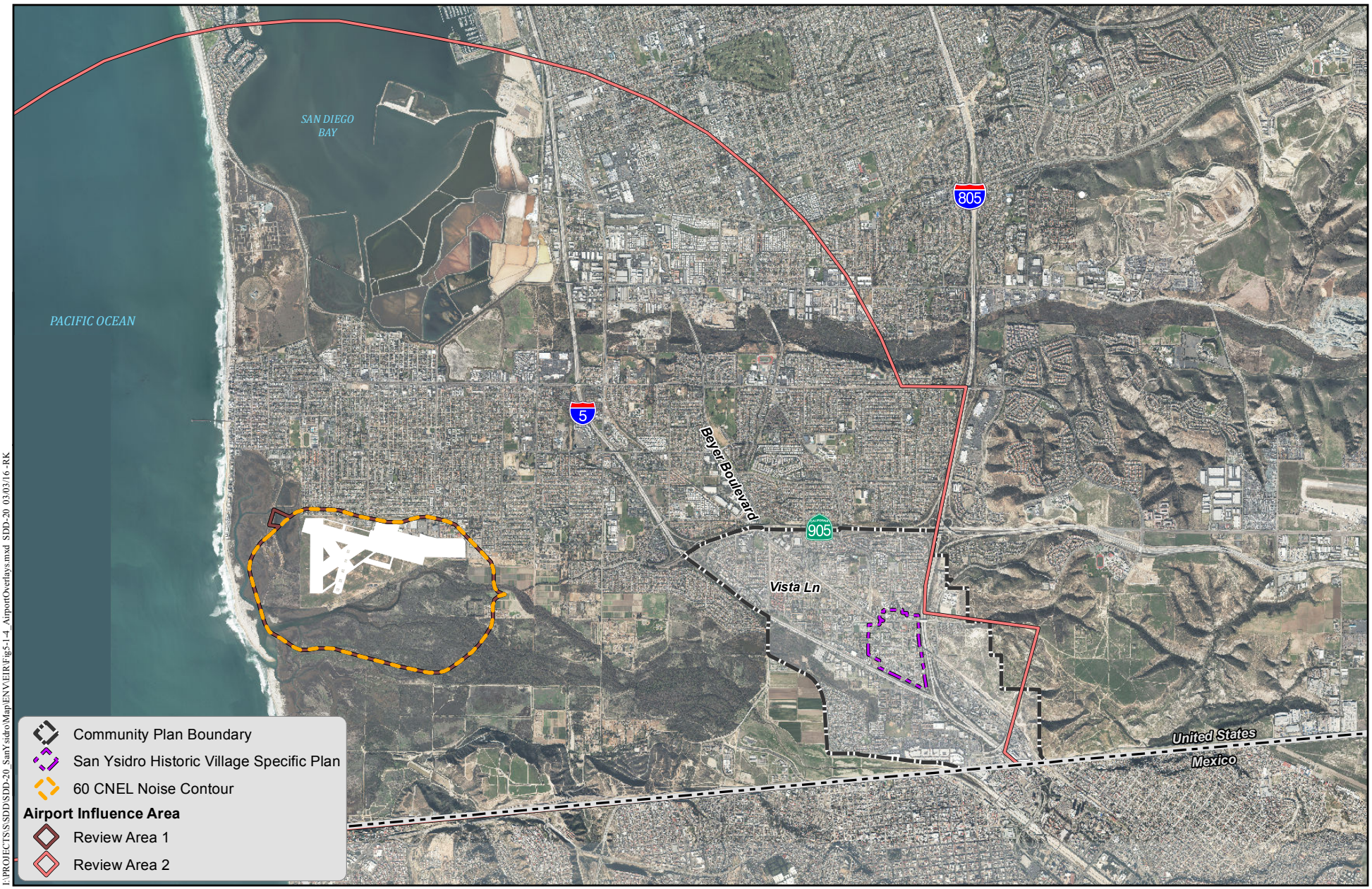
# Airport Overlays - Brown Field

SAN YSIDRO COMMUNITY PLAN UPDATE

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N 0 6,000 Feet

Figure 5.1-3




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Source: SanGIS 2015

# Airport Overlays - NOLF Imperial Beach

SAN YSIDRO COMMUNITY PLAN UPDATE

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N 0 5,400 Feet

Figure 5.1-4

Transportation Plan (RTP), the Sustainable Communities Strategy (SCS), and the Regional Comprehensive Plan (RCP) into one document to chart the region's future growth and transportation investments. Policy objectives include the following:

Habitat and Open Space Preservation

- Focus growth in areas that are already urbanized, allowing the region to set aside and restore more open space in our less developed areas.
- Protect and restore our region's urban canyons, coastlines, beaches, and water resources.

Regional Economic Prosperity

- Invest in transportation projects that provide access for all communities to a variety of jobs with competitive wages.
- Build infrastructure that makes the movement of freight in our community more efficient and environmentally friendly.

Environmental Stewardship

- Make transportation investments that result in cleaner air, environmental protection, conservation, efficiency, and sustainable living.
- Support energy programs that promote sustainability.

Mobility Choices

- Provide safe, secure, healthy, affordable, and convenient travel choices between the places where people live, work, and play.
- Take advantage of new technologies to make the transportation system more efficient and accessible.

Partnerships/Collaboration

- Collaborate with Native American tribes, Mexico, military bases, neighboring counties, infrastructure providers, the private sector, and local communities to design a transportation system that connects to the megaregion and national network, works for everyone, and fosters a high quality of life for all.
- As we plan for our region, recognize the vital economic, environmental, cultural, and community linkages between the San Diego region and Baja California.

Healthy and Complete Communities

- Create great places for everyone to live, work, and play.

- Connect communities through a variety of transportation choices that promote healthy lifestyles, including walking and biking.

- Increase the supply and variety of housing types -- affordable for people of all ages and income levels in areas with frequent transit service and with access to a variety of services.

~~The Regional Comprehensive Plan (RCP) (SANDAG 2004) is the long-range planning document developed to address the region's housing, economic, transportation, environmental, and overall quality-of-life needs. The RCP establishes a planning framework and implementation actions that increase the region's sustainability and encourage "smart growth while preserving natural resources and limiting urban sprawl." The RCP encourages the regions and the County to increase residential and employment concentrations in areas with the best existing and future transit connections, and to preserve important open spaces. The focus is on implementation of basic smart growth principles designed to strengthen the integration of land use and transportation. General urban form goals, policies, and objectives are summarized as follows:~~

- ~~Mix compatible uses;~~
- ~~Take advantage of compact building design;~~
- ~~Create a range of housing opportunities and choices;~~
- ~~Create walkable neighborhoods;~~
- ~~Foster distinctive, attractive communities with a strong sense of place;~~
- ~~Preserve open space, natural beauty, and critical environmental areas;~~
- ~~Strengthen and direct development towards existing communities;~~
- ~~Provide a variety of transportation choices;~~
- ~~Make development decisions predictable, fair, and cost-effective; and~~
- ~~Encourage community and stakeholder collaboration in development decisions.~~

The ~~RCP~~ Regional Plan also addresses border issues, providing an important guideline for communities that have borders with Mexico. In this case, the goal is to create a regional community where San Diego, its neighboring counties, tribal governments, and northern Baja California mutually benefit from San Diego's varied resources and international location.

**h. Federal Aviation Administration Noticing Requirements**

The FAA, under Code of Federal Regulations (CFR) Title 14, Part 77, *Safe, Efficient Use and Preservation of the Navigable Airspace*, requires submittal of a *Notice of Construction or Alteration* for applicable projects within identified airport Noticing Surface Areas. Specific requirements for such notices include structures more than 200 feet above the ground surface, construction or alteration that extends within identified (theoretical) slopes projecting from airport runways (or other applicable locations), all airport projects, and certain other transportation projects. After submittal of the required notice, the FAA conducts an aeronautical review, and issues either a *Determination of Hazard to Navigation* (i.e., if the project would exceed an obstruction standard and result in a "substantial aeronautical impact"), or a *Determination of No Hazard to Navigation*. In the latter case, the FAA may include site-specific conditions or limitations to ensure that potential hazards are

avoided (e.g., noticing requirements or lighting restrictions). As previously noted, both the SYCPU and SYHVSP areas are within the FAA Noticing Area for Brown Field and/or the NOLF.

## 5.1.2 Significance Determination Thresholds

Based on the City Significance Determination Thresholds (2011), which have been modified to reflect a programmatic analysis for the proposed SYCPU and SYHVSP, impacts related to land use would be significant if the proposed project would:

1. Conflict with adopted community plans, land use designations or any other applicable land use plans, policies or regulations of state or federal agencies with jurisdiction over the City;

2. Conflict with adopted environmental plans, including the City's MSCP Subarea Plan;

3. Result in land uses that are not compatible with any applicable ALUCPs; or

4. Physically divide an established community.

## 5.1.3 Issue 1: Consistency with Adopted Land Use Plans, Policies, and Regulations

Would the proposed SYCPU and SYHVSP conflict with adopted community plans, land use designations or other applicable land use plans, policies or regulations of state or federal agencies with jurisdiction over the City?

### 5.1.3.1 SYCPU

#### a. Impacts

**City of San Diego General Plan**

The proposed SYCPU is intended to further express General Plan policies in the proposed SYCPU area through the provision of site-specific recommendations that implement city-wide goals and policies, address community needs, and guide zoning. The two documents work together to establish the framework for growth and development in the proposed SYCPU area. The proposed SYCPU contains eight elements, each providing neighborhood-specific goals and recommendations. These goals and recommendations are consistent with development design guidelines, other mobility and civic guidelines, incentives, and programs in accordance with the general goals stated in the General Plan.

The Land Use Element of the proposed SYCPU contains a detailed description and distribution of land uses tailored to the SYCPU area, provides refined residential densities, and contains community-specific policies for the future development of residential, commercial, mixed-use, institutional, and village-designated areas within the San Ysidro community. The Land Use Element establishes a total of 10 districts, including five residential neighborhoods, two neighborhood villages, two commercial districts, and the POE. As with the General Plan, the SYCPU places an emphasis on directing growth into mixed-use activity centers that are pedestrian-friendly and linked to an improved regional transit system.

The SYCPU incorporates the City of Villages Strategy by designating two neighborhood village areas, the San Ysidro Historic Village and Border Village. These village areas are designed to implement the City's General Plan City of Villages Strategy by combining land uses in a manner that enhances sustainability features. The San Ysidro Historic Village is located in the heart of the community and is designed to build on the central role the area has played in the community. Development within the San Ysidro Historic Village will be guided by the SYHVSP. Specific policies established for the San Ysidro Historic Village include (among others) implementing a mixed-use village concept (Land Use Element Policy 2.5.1), developing a parking lot associated with the Beyer Trolley Station into a mixed-use housing project (Land Use Element Policy 2.5.3), and encouraging commercial development along Beyer Boulevard between North Lane and Alaquinas Drive to form a more cohesive neighborhood-serving center (Land Use Element Policy 2.5.4).

The primary goal for the Border Village is to re-establish the area as a tourist and visitor destination based on the concept of a "Mexican Village" including restaurants, performance space, and a theater. Specific policies established for the Border Village include (among others) establishing a destination shopping/visitor center at the border (Land Use Element Policy 2.5.10), promoting tourist-serving commercial uses and encouraging restaurants, entertainment uses, and small-scale shops (Land Use Element Policy 2.5.13), and creating a Mercado open public market (Land Use Element Policy 2.5.14). Thus, the SYCPU is consistent with, and would implement, the goals and policies of the Land Use Element of the General Plan, and would apply the City of Villages strategy to the setting and needs of the SYCPU area.

The overall goal of the General Plan Mobility Element is to "further the attainment of a balanced, multi-modal transportation network that gets us where we want to go and minimizes environmental and neighborhood impacts." A balanced network is defined by the Element as one in which each mode, or type of transportation, is able to contribute to an efficient network of services meeting varied user needs. The SYCPU refines the Mobility Element of the General Plan through community-specific policies relating to walkable communities, transit, streets and freeways, bicycling, goods movement, intelligent transportation systems, transportation demand management, and the POE. Consistent with the General Plan Mobility Element, the SYCPU includes several goals and policies that support the development of a multi-modal network and pedestrian-friendly facilities along major roadways and emphasizes a safe bicycle network including Mobility Element Policies 3.2.1, 3.2.9, 3.3.3, 3.4.7, and 3.5.1. The proposed SYCPU is therefore consistent with the Mobility Element of the General Plan.

The General Plan Urban Design Element addresses urban form and design through policies aimed at respecting the natural environment, preserving open space systems, and targeting new growth into compact villages. The Urban Design Element of the proposed SYCPU supports and implements the General Plan by including specific design guidelines and policies for the proposed SYCPU area that are consistent with the community's existing and projected character. The goals of the SYCPU implement the Urban Design Element of the General Plan in that they establish direction for village design, neighborhoods, community gateways and linkages, streetscapes and pedestrian orientation, and other unique San Ysidro attributes.

The policies of the General Plan Economic Prosperity Element are intended to improve economic prosperity by ensuring that the economy grows in ways that strengthen industries, retains and creates good jobs with self-sufficient wages, increases average income, and stimulates economic investment in our communities. Consistent with the goals of the General Plan, the SYCPU Economic

Prosperity Element envisions a strategic approach that focuses on increasing opportunities for densification of residential and commercial development in selected parts of the largely built-out San Ysidro community, while protecting San Ysidro's existing strong neighborhoods through enhancement of neighborhood villages. San Ysidro occupies a central location in the San Diego-Tijuana region, which is one of the world's largest bi-national regional economies with an extensive cross-border trade flow. Thus, San Ysidro's location has been crucial to its growth (both economic and population), and the community has a dynamic economic environment with a number of businesses in various sectors. To promote prosperity, the SYCPU Economic Prosperity Element addresses 10 sectors of the community including local businesses, visitor services, resident services, international relations and the POE, the San Ysidro Historic Village District, Border Village District, San Ysidro Commercial District, Wholesale District, and San Ysidro neighborhoods. The SYCPU Economic Prosperity Element identifies community-specific policies for each of these sectors to promote economic prosperity within the SYCPU area. The goals and policies and SYCPU Economic Prosperity Element are consistent with, and further implement, those of the General Plan relative to economic development.

Consistent with the Public Facilities, Services, and Safety Element of the General Plan, the SYCPU also includes goals to provide and maintain infrastructure and public services for future growth without diminishing services to existing development. Specific policies regarding public facilities financing, public facilities and services prioritization, as well as water, wastewater, storm water, waste management, fire-rescue, police, libraries, schools, public utilities, and healthcare services and facilities, are all included within the SYCPU.

As part of the proposed project analyzed within this PEIR, the City is updating the IFS for the San Ysidro community, which was originally adopted in June 2007. The IFS sets forth the major public facilities needs specific to the San Ysidro community with respect to transportation (streets, storm drains, traffic signals, etc.), libraries, park and recreation facilities, and fire stations. The proposed SYCPU is a guide for the future development within the community and serves to determine public facility needs. Revisions to public facility needs or other capital improvement programs will be included in the IFS.

The General Plan Recreation Element provides citywide guidance for the preservation, protection, acquisition, development, operation, maintenance, and enhancement of public recreation opportunities and facilities throughout the City for all users. The SYCPU Recreation Element includes community-specific policies addressing parks and recreation facilities, preservation, accessibility, and open space lands. These policies, consistent with the General Plan policies, provide a comprehensive parks strategy for San Ysidro. Therefore, the SYCPU is consistent with the recreation policies of the General Plan.

The SYCPU Conservation Element builds on the General Plan Conservation Element with policies tailored to conditions in San Ysidro. The SYCPU Conservation Element addresses open space and habitat protection, and contains policies on how to meet the sustainability goals of the General Plan in areas that have been identified as suitable for development. The SYCPU Conservation Element is also responsive to state legislation calling for greenhouse gas emissions reductions to be achieved in part through coordinated land use and transportation planning, and more sustainable development practices. Therefore, the SYCPU is consistent with the conservation policies of the General Plan.

With respect to the General Plan policies concerning noise and land use compatibility, the proposed SYCPU is located in an area surrounded by urban uses, railroad and transit rights-of-way, and major roadways and freeways. The proposed SYCPU Land Use Element includes goals and policies to guide compatible land uses, and the incorporation of noise attenuation measures for new uses that would protect people living and working in the community from an excessive noise environment. Therefore, the SYCPU is consistent with the land use and noise compatibility policies of the General Plan.

The General Plan Historic Preservation Element is intended to preserve, protect, restore, and rehabilitate historical and cultural resources throughout the City. The SYCPU Historic Preservation Element includes specific policies addressing the history and cultural resources unique to San Ysidro in order to encourage appreciation of the community's history and culture and protection of significant historical resources. These polices along with the General Plan policies provide a comprehensive historic preservation strategy for San Ysidro. The proposed SYCPU is therefore consistent with the General Plan, relative to historic preservation policy direction.

In summary, the proposed SYCPU contains eight plan elements, each providing community-specific goals and recommendations, along with an implementation element. Overall, the proposed SYCPU incorporates goals and policies intended to support the General Plan policies. Therefore, land use impacts related to consistency with the General Plan would be less than significant.

**Land Development Code Regulations**

Implementation of the actions associated with adoption of the proposed SYCPU would include rescinding the existing SYPDO, and replacing it with existing citywide zones to be consistent with the proposed SYCPU land use designations. Application of existing zones would accommodate existing development that conforms to the future vision for development, encourage new projects consistent with community goals and character, and implement mixed-use development consistent with the General Plan goals and policies. The correlation of the proposed land use designations with city-wide zoning would assure that the project would be consistent with LDC regulations.

General Development Regulations

Future development implemented under the proposed SYCPU would be required to comply with (or request deviations from) applicable development regulations of the underlying zone classification, and review would occur on a project-by-project basis, thereby ensuring consistency with general development regulations.

Environmentally Sensitive Lands Regulations

The SYCPU area contains resources that are protected by the City's ESL Regulations, including sensitive biological resources, steep hillsides, and floodplains. Sensitive vegetation communities occur within natural areas, including wetland habitat near Dairy Mart Ponds (east of Dairy Mart Road, north of Camino de la Plaza, and south of I-5) in the western portion of the SYCPU area, and upland habitat in the hillsides in the eastern portion of the SYCPU area. Some of the hillsides in the eastern portion of the SYCPU are also considered steep hillsides. A mapped flood hazard area associated with the Tijuana River Valley occurs nears the Dairy Mart Ponds east of Dairy Mart Road, north of Camino de la Plaza, and south of I-5. Any future development within the SYCPU area that would encroach into ESL resources would be subject to the ESL Regulations.

Due to the presence of resources affected by the ESL Regulations, future development within the SYCPU area would be required to comply with the provision to minimize impacts to environmentally sensitive lands to the maximum extent practicable. The identification of specific ESL resource locations, and compliance with development encroachment allowances, would be conducted at the project-level through the Site Development Permit process. If it is determined that proposed future development does not comply with the ESL encroachment allowances, a deviation must be requested and may be granted by the City if certain findings are made.

The SYCPU also includes provisions which aim to reduce the impacts of future development to sensitive resources covered under the City's ESL Regulations, including Conservation Element Policy 8.2.1. Adherence to these regulations and implementation of proposed SYCPU policies would ensure consistency with ESL Regulations.

Historical Resources Regulations

As discussed in Section 5.7 of this PEIR, historical resources are known to occur within the SYCPU area including historic structures, properties, and historic districts, as well as archaeological resources.

Impacts from future development on historical resources in the SYCPU area would occur at the project level. Due to the presence of historical resources, future development within the SYCPU area would be required to comply with the City's Historical Resources Regulations that require any recorded resources to be evaluated for significance/importance in accordance with criteria listed in the Historical Resources Guidelines. Resources determined to be significant/important must either be avoided or a data recovery program for important archaeological sites must be developed and approved. In addition, the SYCPU contains several policies to protect historical resources, including Historic Preservation Element Policies 9.1.1 through 9.1.9, and 9.2.1 through 9.2.5. Adherence to these regulations and implementation of proposed SYCPU policies would ensure consistency with historical resources regulations.

**California Coastal Act**

As discussed previously, the southwestern portion of the proposed SYCPU area is located within the Coastal Overlay Zone, generally south of I-5 and west of Willow Road within the Dairy Mart Ponds and Tijuana River Valley. The Coastal Act requires projects within the Coastal Overlay Zone to be consistent with standards and policies addressing public access, recreation, marine environment, land resources, development, and industrial development. The proposed SYCPU includes an LCP Land Use Plan that requires approval by the City, and certification by the CCC. In order for the CCC to certify the LCP, the CCC must determine that the LCP is consistent with the policies contained in Chapter 3 of the California Coastal Act. To assist the CCC in its determination, an evaluation of the proposed SYCPU with these policies is contained in Table 5.1-12, *California Coastal Act Consistency*. As demonstrated in the table, the LCP would be consistent with the Coastal Act, and no associated land use policy consistency impacts would occur.

**TABLE 5.1-12**
**CALIFORNIA COASTAL ACT CONSISTENCY**

| Public Resources Code § | Analysis | Consistency Analysis | Consistency Determination |
|---|---|---|---|
| **Article 2 Public Access** | | | |
| 30210 | Maximum access, which shall be conspicuously posted, and recreational opportunities shall be provided for all the people consistent with public safety needs and the need to protect public rights, rights of private property owners, and natural resource areas from overuse. | Existing public access from roadways within the SYCPU to coastal resources, including public use trails within the Tijuana River Valley Regional Park would be maintained. Recommended roadway and multi-modal improvements identified in the SYCPU would provide enhanced access to coastal resources. | Consistent |
| 30211 | Development shall not interfere with the public's right of access to the sea where acquired through use or legislative authorization, including, but not limited to, the use of dry sand and rocky coastal beaches to the first line of terrestrial vegetation. | The portion of the SYCPU area within the Coastal Zone is located approximately four miles from the coast, and therefore no direct access to the coast is provided. However, as discussed above, recommended roadway and multi-modal improvements identified in the SYCPU would provide enhanced access to coastal resources, namely the Tijuana River Valley Regional Park. | Consistent |
| 30212 | (a) Public access from the nearest public roadway to the shoreline and along the coast shall be provided in new development projects except where: (1) it is inconsistent with public safety, military security needs, or the protection of fragile coastal resources, (2) adequate access exists nearby, or, (3) agriculture would be adversely affected. Dedicated access way shall not be required to be opened to public use until a public agency or private association agrees to accept responsibility for maintenance and liability of the access way. | The portion of the SYCPU area within the Coastal Zone is located approximately four miles from the coast, and therefore no direct access to the coast is provided. | Not Applicable |
| 30212.5 | Wherever appropriate and feasible, public facilities, including parking areas or facilities, shall be distributed throughout an area so as to mitigate against the impacts, social and otherwise, of overcrowding or overuse by the public of any single area. | Existing and proposed public facilities within the portion of the SYCPU area in the Coastal Zone include parks and recreation centers that are spread out within this area, which would avoid the potential for overcrowding or overuse of any one of these public facilities. | Consistent |

**TABLE 5.1-12**
**CALIFORNIA COASTAL ACT CONSISTENCY**
**(continued)**

| Public Resources Code § | Analysis | Consistency Analysis | Consistency Determination |
|---|---|---|---|
| **Article 2 Public Access (cont.)** | | | |
| 30212.5 | Wherever appropriate and feasible, public facilities, including parking areas or facilities, shall be distributed throughout an area so as to mitigate against the impacts, social and otherwise, of overcrowding or overuse by the public of any single area. | Existing and proposed public facilities within the portion of the SYCPU area in the Coastal Zone include parks and recreation centers that are spread out within this area, which would avoid the potential for overcrowding or overuse of any one of these public facilities. | Consistent |
| 30213 | Lower cost visitor and recreational facilities shall be protected, encouraged, and, where feasible, provided. Developments providing public recreational opportunities are preferred. | The Recreation Element of the proposed SYCPU includes specific policies and recommendations addressing parks and recreation facilities, preservation, accessibility, and open space lands. These policies and recommendations, along with the broader goals and policies of the General Plan, provide a comprehensive parks strategy intended to accommodate the community. The numerous goals and policies of the Recreation Element ensure that recreational facilities would be protected and encouraged. | Consistent |
| **Article 3 Recreation** | | | |
| 30220 | Coastal areas suited for water-oriented recreational activities that cannot readily be provided at inland water areas shall be protected for such uses. | The portion of the SYCPU area within the Coastal Zone is located approximately four miles from the coast, and does not include any water-oriented recreational activities. | Not Applicable |
| 30221 | Oceanfront land suitable for recreational use shall be protected for recreational use and development unless present and foreseeable future demand for public or commercial recreational activities that could be accommodated on the property is already adequately provided for in the area. | The portion of the SYCPU area within the Coastal Zone is located approximately four miles from the coast, and therefore, does not contain any oceanfront land. | Not Applicable |

**TABLE 5.1-12**
**CALIFORNIA COASTAL ACT CONSISTENCY**
**(continued)**

| Public Resources Code § | Analysis | Consistency Analysis | Consistency Determination |
|---|---|---|---|
| **Article 3 Recreation (cont.)** | | | |
| 30222 | The use of private lands suitable for visitor-serving commercial recreational facilities designed to enhance public opportunities for coastal recreation shall have priority over private residential, general industrial, or general commercial development, but not over agriculture or coastal-dependent industry. | The portion of the SYCPU area within the Coastal Zone does not contain any land designated for visitor-serving commercial recreational uses. | Not Applicable |
| 3022.5 | Oceanfront land that is suitable for coastal dependent aquaculture shall be protected for that use, and proposals for aquaculture facilities located on those sites shall be given priority, except over other coastal dependent developments or uses. | The portion of the SYCPU area within the Coastal Zone is located approximately four miles from the coast, and therefore, does not contain any oceanfront land. | Not Applicable |
| 30223 | Upland areas necessary to support coastal recreational uses shall be reserved for such uses, where feasible. | Future development implemented under the proposed SYCPU would be in accordance with the land use designations identified in the SYCPU. Any such development would not impede access to coastal recreational uses that are provided from roadways within the SYCPU area. In fact, roadway improvements are recommended in the SYCPU to improve access to coastal recreational resources (Tijuana River Valley Regional Park). | Consistent |
| 30224 | Increased recreational boating use of coastal waters shall be encouraged, in accordance with this division, by developing dry storage areas, increasing public launching facilities, providing additional berthing space in existing harbors, limiting non-water-dependent land uses that congest access corridors and preclude boating support facilities, providing harbors of refuge, and by providing for new boating facilities in natural harbors, new protected water areas, and in areas dredged from dry land. | The portion of the SYCPU area within the Coastal Zone is located approximately four miles from the coast, and does not contain any coastal waters suitable for boating. | Not Applicable |

**TABLE 5.1-12**
**CALIFORNIA COASTAL ACT CONSISTENCY**
**(continued)**

| Public Resources Code § | Analysis | Consistency Analysis | Consistency Determination |
|---|---|---|---|
| **Article 4 Marine Environment** | | | |
| 30230 | Marine resources shall be maintained, enhanced, and where feasible, restored. Special protection shall be given to areas and species of special biological or economic significance. Uses of the marine environment shall be carried out in a manner that will sustain the biological productivity of coastal waters and that will maintain healthy populations of all species of marine organisms adequate for long-term commercial, recreational, scientific, and educational purposes. | The portion of the SYCPU area within the Coastal Zone is located approximately four miles from the coast, and does not contain any marine environments. | Not Applicable |
| 30231 | The biological productivity and the quality of coastal waters, streams, wetlands, estuaries, and lakes appropriate to maintain optimum populations of marine organisms and for the protection of human health shall be maintained and, where feasible, restored through, among other means, minimizing adverse effects of waste water discharges and entrainment, controlling runoff, preventing depletion of ground water supplies and substantial interference with surface water flow, encouraging waste water reclamation, maintaining natural vegetation buffer areas that protect riparian habitats, and minimizing alteration of natural streams. | Sources of pollution from the SYCPU area that ultimately discharge into the Tijuana River are expected to decrease due to new stormwater regulations that require implementation of stormwater Best Management Practices to reduce stormwater pollution and incorporation of low impact development practices, which not only reduce pollution by reducing runoff volume, but also can provide treatment by filtration and microbial action. Additionally, the SYCPU contains policies aimed to manage and treat urban runoff (Conservation Element Policies 8.7.2 through 8.7.8). Implementation of these stormwater regulations will ultimately contribute to the improvement of the quality of the coastal marine habitat. | Consistent |

**TABLE 5.1-12**
**CALIFORNIA COASTAL ACT CONSISTENCY**
**(continued)**

| Public Resources Code § | Analysis | Consistency Analysis | Consistency Determination |
|---|---|---|---|
| **Article 4 Marine Environment (cont.)** | | | |
| 30232 | Protection against the spillage of crude oil, gas, petroleum products, or hazardous substances shall be provided in relation to any development or transportation of such materials. Effective containment and cleanup facilities and procedures shall be provided for accidental spills that do occur. | No industrial uses are designated within the portion of the SYCPU area in the Coastal Zone, and therefore, hazardous substances are not expected to be used or transported in quantities that would adversely affect coastal resources. Such substances may be used during construction of individual projects implemented under the SYCPU, but they would be regulated and effectively controlled by implementation of National Pollutant Discharge Elimination System and stormwater requirements. | Consistent |
| 30233 | The diking, filling, or dredging of open coastal waters, wetlands, estuaries, and lakes shall be permitted in accordance with other applicable provisions of this division, where there is no feasible less environmentally damaging alternative, and where feasible mitigation measures have been provided to minimize adverse environmental effects. | Impacts to open waters or wetlands would not occur within the portion of the SYCPU in the Coastal Zone with the exception of a recommended road connection between Calle Primera and Camino de la Plaza. Although this connection would cross a riparian area, the connection would include a bridge to avoid interfering with the flow of coastal waters. | Consistent |
| 30234 | Facilities serving the commercial fishing and recreational boating industries shall be protected and, where feasible, upgraded. Existing commercial fishing and recreational boating harbor space shall not be reduced unless the demand for those facilities no longer exists or adequate substitute space has been provided. Proposed recreational boating facilities shall, where feasible, be designed and located in such a fashion as not to interfere with the needs of the commercial fishing industry. | The portion of the SYCPU area within the Coastal Zone is located approximately four miles from the coast and does not contain any coastal waters suitable for boating or commercial fishing facilities. | Not Applicable |
| 30234.5 | The economic, commercial, and recreational importance of fishing activities shall be recognized and protected. | The portion of the SYCPU area within the Coastal Zone is located approximately four miles from the coast and does not contain any fishing facilities. | Not Applicable |

**TABLE 5.1-12**
**CALIFORNIA COASTAL ACT CONSISTENCY**
**(continued)**

| Public Resources Code § | Analysis | Consistency Analysis | Consistency Determination |
|---|---|---|---|
| **Article 4 Marine Environment (cont.)** | | | |
| 30235 | Revetments, breakwaters, groins, harbor channels, seawalls, cliff retaining walls, and other such construction that alters natural shoreline processes shall be permitted when required to serve coastal-dependent uses or to protect existing structures or public beaches in danger from erosion, and when designed to eliminate or mitigate adverse impacts on local shoreline sand supply. Existing marine structures causing water stagnation contributing to pollution problems and fishkills should be phased out or upgraded where feasible. | The portion of the SYCPU area within the Coastal Zone is located approximately four miles from the coast and does not contain any shoreline or oceanfront land with marine structures. | Not Applicable |
| 30236 | Channelizations, dams, or other substantial alterations of rivers and streams shall incorporate the best mitigation measures feasible, and be limited to (l) necessary water supply projects, (2) flood control projects where no other method for protecting existing structures in the flood plain is feasible and where such protection is necessary for public safety or to protect existing development, or (3) developments where the primary function is the improvement of fish and wildlife habitat. | Future development under the proposed SYCPU would not substantially alter any rivers and streams. | Consistent |

**TABLE 5.1-12**
**CALIFORNIA COASTAL ACT CONSISTENCY**
**(continued)**

| Public Resources Code § | Analysis | Consistency Analysis | Consistency Determination |
|---|---|---|---|
| **Article 5 Land Resources** | | | |
| 30240 | (a) Environmentally sensitive habitat areas shall be protected against any significant disruption of habitat values, and only uses dependent on those resources shall be allowed within those areas.<br>(b) Development in areas adjacent to environmentally sensitive habitat areas and parks and recreation areas shall be sited and designed to prevent impacts which would significantly degrade those areas, and shall be compatible with the continuance of those habitat and recreation areas. | Future development implemented under the proposed SYCPU would not impact sensitive habitat within the Coastal Zone with the exception of the road connection between Calle Primera and Camino de la Plaza, which would cross over or through a riparian area. As indicated earlier, the connection would include a bridge over the riparian area to minimize impacts on sensitive habitat. A connection between Calle Primera and Camino de la Plaza cannot avoid crossing the riparian area. Mitigation would be carried out for impacts that cannot be avoided with the bridge. | Consistent |
| 30241 | The maximum amount of prime agricultural land shall be maintained in agricultural production to assure the protection of the area's agricultural economy, and conflicts shall be minimized between agricultural and urban land uses. | There is no agricultural land within the portion of the SYCPU area in the Coastal Zone. | Not Applicable |
| 30241.5 | If the viability of existing agricultural uses is an issue pursuant to subdivision (b) of Section 30241 as to any local coastal program or amendment to any certified local coastal program submitted for review and approval under this division, the determination of "viability" shall include, but not be limited to, consideration of an economic feasibility evaluation. | There is no agricultural land within the portion of the SYCPU area in the Coastal Zone. | Not Applicable |
| 30242 | All other lands suitable for agricultural use shall not be converted to nonagricultural uses unless (l) continued or renewed agricultural use is not feasible, or (2) such conversion | There is no agricultural land within the portion of the SYCPU area in the Coastal Zone. | Not Applicable |

**TABLE 5.1-12**
**CALIFORNIA COASTAL ACT CONSISTENCY**
**(continued)**

| Public Resources Code § | Analysis | Consistency Analysis | Consistency Determination |
|---|---|---|---|
| **Article 5 Land Resources (cont.)** | | | |
| 30242 (cont.) | would preserve prime agricultural land or concentrate development consistent with Section 30250. Any such permitted conversion shall be compatible with continued agricultural use on surrounding lands. | | |
| 30243 | The long-term productivity of soils and timberlands shall be protected, and conversions of coastal commercial timberlands in units of commercial size to other uses or their division into units of noncommercial size shall be limited to providing for necessary timber processing and related facilities. | There are no timber lands within the portion of the SYCPU area in the Coastal Zone. | Not Applicable |
| 30244 | Where development would adversely impact archaeological or paleontological resources as identified by the State Historic Preservation Officer, reasonable mitigation measures shall be required. | Goals, policies, guidelines and recommendations enacted by the City, combined with the federal, state and local regulations described in Sections 5.7 (*Historical Resources*) and 5.16 (*Paleontological Resources*) of the PEIR, provide a regulatory framework for developing project-level mitigation. All development projects with the potential to affect historic structures and prehistoric and paleontological resources would be subject to site-specific review in accordance with Regulations and Guidelines through the discretionary process. | Consistent |

**TABLE 5.1-12**
**CALIFORNIA COASTAL ACT CONSISTENCY**
**(continued)**

| Public Resources Code § | Analysis | Consistency Analysis | Consistency Determination |
|---|---|---|---|
| **Article 6 Development** | | | |
| 30250 | (a) New residential, commercial, or industrial development, except as otherwise provided in this division, shall be located within, contiguous with, or in close proximity to, existing developed areas able to accommodate it or, where such areas are not able to accommodate it, in other areas with adequate public services and where it will not have significant adverse effects, either individually or cumulatively, on coastal resources. In addition, land divisions, other than leases for agricultural uses, outside existing developed areas shall be permitted only where 50 percent of the usable parcels in the area have been developed and the created parcels would be no smaller than the average size of surrounding parcels.<br><br>(b) Where feasible, new hazardous industrial development shall be located away from existing developed areas.<br><br>(c) Visitor-serving facilities that cannot feasibly be located in existing developed areas shall be located in existing isolated developments or at selected points of attraction for visitors. | The SYCPU area is almost entirely built out, and undeveloped land within the Coastal Zone is designated as open space. Because the area is located in a previously developed area, it is served by existing public services (as discussed in Sections 5.12, *Public Services*, and 5.13, *Public Utilities*, of this PEIR).<br><br>No industrial uses or visitor-serving facilities are designated within the portion of the SYCPU area in the Coastal Zone. | Consistent |
| 30251 | The scenic and visual qualities of coastal areas shall be considered and protected as a resource of public importance. Permitted development shall be sited and designed to protect views to and along the ocean and scenic coastal areas, to minimize the alteration of natural land forms, to be visually compatible with the | Section 5.8, *Visual Effects and Neighborhood Character,* of this report describes the scenic and visual effects of the proposed SYCPU. It is not anticipated that future development implemented under the SYCPU within the Coastal Zone would result in significant landform alteration. While the SYCPU would intensify uses, such | Consistent |

**TABLE 5.1-12**
**CALIFORNIA COASTAL ACT CONSISTENCY**
**(continued)**

| Public Resources Code § | Analysis | Consistency Analysis | Consistency Determination |
|---|---|---|---|
| **Article 6 Land Resources (cont.)** | | | |
| 30251 (cont.) | character of surrounding areas, and, where feasible, to restore and enhance visual quality in visually degraded areas. New development in highly scenic areas, such as those designated in the California Coastline Preservation and Recreation Plan prepared by the Department of Parks and Recreation and by local government, shall be subordinate to the character of its setting. | intensification is focused within the proposed neighborhood villages, which are located outside of the Coastal Zone. In addition, Land Use Policy 2.2.7 and Urban Design Element 4.2.6 call for buildings to be sited to preserve scenic vistas toward the Tijuana River Valley and Pacific Ocean. | |
| 30252 | The location and amount of new development should maintain and enhance public access to the coast by (1) facilitating the provision or extension of transit service, (2) providing commercial facilities within or adjoining residential development or in other areas that will minimize the use of coastal access roads, (3) providing non-automobile circulation within the development, (4) providing adequate parking facilities or providing substitute means of serving the development with public transportation, (5) assuring the potential for public transit for high intensity uses such as high-rise office buildings, and by (6) ensuring that the recreational needs of new residents will not overload nearby coastal recreation areas by correlating the amount of development with local park acquisition and development plans with the provision of on-site recreational facilities to serve the new development. | Recommended roadway and multi-modal improvements identified in the SYCPU would provide enhanced access to coastal resources. | Consistent |

**TABLE 5.1-12**
**CALIFORNIA COASTAL ACT CONSISTENCY**
**(continued)**

| Public Resources Code § | Analysis | Consistency Analysis | Consistency Determination |
|---|---|---|---|
| **Article 6 Land Resources (cont.)** | | | |
| 30253 | New development shall do all of the following:<br><br>(a) Minimize risks to life and property in areas of high geologic, flood, and fire hazard.<br>(b) Assure stability and structural integrity, and neither create nor contribute significantly to erosion, geologic instability, or destruction of the site or surrounding area or in any way require the construction of protective devices that would substantially alter natural landforms along bluffs and cliffs.<br>(c) Be consistent with requirements imposed by an air pollution control district or the State Air Resources Board as to each particular development.<br>(d) Minimize energy consumption and vehicle miles traveled.<br>(e) Where appropriate, protect special communities and neighborhoods that, because of their unique characteristics, are popular visitor destination points for recreational uses. | Geologic and seismic issues are described in Section 5.15, *Geology and Soils*, of this report. Implementation of the LDC and compliance with the California Business Code (CBC) would ensure that potential development is not adversely impacted by unstable soils. In addition, future structures would be built in conformance to existing building and fire codes to minimize damage from seismic events or fire. Flood hazards are discussed in Section 5.10, *Hydrology, Water Quality, and Drainage*, of this PEIR.<br><br>Adherence to the LDC grading regulations and construction requirements and implementation of recommendations and standards would reduce and avoid impacts related to soil erosion.<br><br>Air quality issues are described in Section 5.3*, Air Quality,* of this PEIR. The proposed SYCPU would conform to the requirements of the San Diego Air Pollution Control District.<br><br>Implementation of the proposed land uses would not increase the demand for energy beyond the City's available supply. The proposed SYCPU would also create pedestrian facilities throughout the community as well as provide a safe bicycle network and encourage public transit use.<br><br>The SYCPU contains several goals and policies that would protect existing popular destination points. The SYCPU would also provide a comprehensive parks strategy intended to accommodate the community. | Consistent |

**TABLE 5.1-12**
**CALIFORNIA COASTAL ACT CONSISTENCY**
**(continued)**

| Public Resources Code § | Analysis | Consistency Analysis | Consistency Determination |
|---|---|---|---|
| **Article 6 Development (cont.)** | | | |
| 30254 | New or expanded public works facilities shall be designed and limited to accommodate needs generated by development or uses permitted consistent with the provisions of this division, provided, however, that it is the intent of the Legislature that State Highway Route 1 in rural areas of the coastal zone remain a scenic two-lane road. Special districts shall not be formed or expanded except where assessment for, and provision of, the service would not induce new development inconsistent with this division. Where existing or planned public works facilities can accommodate only a limited amount of new development, services to coastal dependent land use, essential public services and basic industries vital to the economic health of the region, state, or nation, public recreation, commercial recreation, and visitor-serving land uses shall not be precluded by other development. | No public works facilities are recommended or identified within the portion of the SYCPU area in the Coastal Zone. | Not Applicable |
| 30255 | Coastal-dependent developments shall have priority over other developments on or near the shoreline. Except as provided elsewhere in this division, coastal-dependent developments shall not be sited in a wetland. When appropriate, coastal-related developments should be accommodated within reasonable proximity to the coastal-dependent uses they support. | No coastal-dependent uses are recommended or identified within the portion of the SYCPU area in the Coastal Zone. | Not Applicable |

**TABLE 5.1-12**
**CALIFORNIA COASTAL ACT CONSISTENCY**
**(continued)**

| Public Resources Code § | Analysis | Consistency Analysis | Consistency Determination |
|---|---|---|---|
| **Article 7 Industrial Development** | | | |
| 30260 | Coastal-dependent industrial facilities shall be encouraged to locate or expand within existing sites and shall be permitted reasonable long-term growth where consistent with this division. However, where new or expanded coastal-dependent industrial facilities cannot feasibly be accommodated consistent with other policies of this division, they may nonetheless be permitted in accordance with this section and Sections 30261 and 30262 if (1) alternative locations are infeasible or more environmentally damaging; (2) to do otherwise would adversely affect the public welfare; and (3) adverse environmental effects are mitigated to the maximum extent feasible. | No industrial uses are designated within the portion of the SYCPU area in the Coastal Zone. | Not Applicable |

**SANDAG's ~~Regional Comprehensive Plan~~San Diego Forward: The Regional Plan**

The proposed SYCPU would be consistent with the goals of the Regional Plan~~RCP~~ to ~~develop compact, walkable communities close to transit connections, and consistent with smart growth principles~~focus growth in areas that are already urbanized, and connect communities with transit, as summarized in Section 5.1.1.2.g. The SYCPU proposes to establish two pedestrian-oriented, urban, and mixed-use community villages that would reduce reliance on the automobile, and promote walking and use of alternative transportation. The SYCPU supports the ~~multi-modal strategy~~policy objectives of the ~~RCP~~ Regional Plan through the designation of two villages along a ~~trolley~~Trolley corridor, as well as a planned Intermodal Transit Center that would accommodate several transportation modes. Policies contained within the proposed SYCPU Land Use and Mobility Elements serve to promote bus transit use as well as other forms of mobility, including walking and bicycling. These measures are consistent with the ~~RCP's~~ Regional Plan's ~~smart growth~~policy objectives ~~strategies~~.

**b. Significance of Impacts**

Potential land use plan consistency impacts would be less than significant because the goals, policies, and programs of the proposed SYCPU are consistent with existing applicable local and regional land use plans, policies, and regulations as discussed above.

**c. Mitigation Framework**

Impacts would be less than significant, no mitigation is required.

**d. Significance After Mitigation**

Impacts would be less than significant.

**5.1.3.2 SYHVSP**

**a. Impacts**

**General Plan**

As discussed above under SYCPU, the SYCPU incorporates the City of Villages Strategy by designating the SYHVSP as a neighborhood village that is designed to implement the City's General Plan City of Villages Strategy by combining land uses in a manner that enhances sustainability features. The SYHVSP would guide development within the San Ysidro Historic Village. The proposed SYCPU contains policies for the San Ysidro Historic Village that includes pursuing a specific plan to implement mixed-use village concepts, and creatively address circulation and public space needs (Land Use Element Policy 2.5.1). Several other policies and recommendations are contained within the SYCPU addressing the San Ysidro Historic Village within the Land Use, Mobility, Urban Design, Economic Prosperity, and Public Facilities, Services, and Safety Elements that address pedestrian and bicycle connections to commercial areas and community transit facilities (Mobility Element Policies 3.2.8, 3.3.6, 3.3.8, 3.5.2, and 3.8.7), support the vision to maintain and enhance this village as the community's hub for community services and day-to-day activities for residents and businesses (Urban Design Element Policies 4.412 through 4.4.15), provision of public spaces (Urban Design

Element Policies 4.6.8 through 4.6.15), street layout and design (Urban Design Element Policies 4.8.1 through 4.8.6 and 4.9.5 through 4.9.9), gateways and signage (Urban Design Element Policy 4.11.5), potential economic development (Economic Prosperity Element Policies 5.7.1 and 5.7.2), and public facilities (Public Facilities, Services, and Safety Element Policy 6.1.9). The policies are consistent with and are intended to support General Plan policies. Therefore, land use plan consistency impacts would be less than significant.

**Land Development Code**

General Development Regulations

As discussed above, future development implemented under the SYCPU, including within the SYHVSP area, would be required to comply with (or request deviations from) applicable development regulations of the underlying zone classification and review would occur on a project-by-project basis. Adherence to these development regulations (or approval of project-specific deviations) would avoid associated land use policy consistency impacts.

Environmentally Sensitive Guidelines

The SYHVSP area is located in the central portion of the SYCPU area, and is completely developed. No ESL resources occur within this area and, therefore, implementation of the SYHVSP would not conflict with the ESL Guidelines.

Historical Resources Regulations

The SYHVSP area includes a small residential neighborhood comprised of homes constructed in the 1920s and the remaining portion of the historic Little Landers Colony from the early 1900s. As discussed in Section 5.7 of this PEIR, several potential historical resources are known to occur throughout the SYCPU area, including historic structures, properties, and historic districts within the SYHVSP area. Due to the presence of historical resources, future development within the SYHVSP area would be required to comply with the City's Historical Resources Regulations that require any recorded resources to be evaluated for significance/importance in accordance with criteria listed in the Historical Resources Guidelines. Resources determined to be significant/important must either be avoided or a data recovery program for important archaeological sites must be developed and approved. In addition, the SYCPU contains several policies to protect historical resources, including Historic Preservation Element Policies 9.1.1 through 9.1.9 and 9.2.1 through 9.2.5. Adherence to these regulations and implementation of proposed SYCPU policies would avoid significant impacts to historical resources within the SYHVSP area and associated land use policy consistency impacts.

**California Coastal Act**

The SYHVSP area is not located within the coastal zone and therefore, is not subject to the California Coastal Act. No associated land use plan consistency impacts would occur.

**SANDAG's ~~Regional Comprehensive Plan~~San Diego Forward: The Regional Plan**

As with the SYCPU, the SYHVSP would be consistent with the goals of the ~~RCP~~ Regional Plan to develop compact, walkable communities close to transit connections and consistent with smart

growth principles. The SYCPU proposes to establish the SYHVSP a pedestrian-oriented, urban, and mixed-use community village that would reduce reliance on the automobile and promote walking and use of alternative transportation. The SYHVSP is consistent with the ~~multi-modal strategy~~complete communities objective of the ~~RCP~~ Regional Plan in that it would be a neighborhood village along a ~~trolley~~Trolley corridor. Policies contained within the proposed SYCPU Land Use and Mobility Elements promote multi-modal transportation improvements (Mobility Element Policies 3.2.8, 3.3.6, 3.3.8, 3.5.2, and 3.8.7), as well as integrated mixed-use development concentrated within a village setting (Land Use Element Policies 2.5.1, 2.5.2, 2.5.3, 2.5.4, 2.5.5, 2.5.6, and 2.5.8). These policies are consistent with the ~~RCP's~~ Regional Plan's ~~smart growth strategies~~policy objectives. No significant land use plan consistency impacts associated with the ~~RCP~~ Regional Plan would occur.

**b. Significance of Impacts**

Potential land use plan consistency impacts would be less than significant because the goals, policies, and programs of the proposed SYCPU that address the SYHVSP area are consistent with existing applicable local and regional land use plans, policies, and regulations as discussed above.

**c. Mitigation Framework**

Impacts would be less than significant, no mitigation is required.

**d. Significance After Mitigation**

Impacts would be less than significant.

## 5.1.4 Issue 2: Environmental Planning Consistency

Would the proposed SYCPU and SYHVSP conflict with adopted environmental plans, including the City's Multiple Species Conservation Program Subarea Plan?

### 5.1.4.1 SYCPU

**a. Impacts**

The SYCPU contains Conservation Element Policies 8.1-1 and 8.2-2, related to consistency with the MSCP. As discussed below, future development located within and adjacent to the MHPA has the potential to conflict with the MSCP Subarea Plan. As designated in the Subarea Plan, the MHPA is the permanent preserve area for habitat conservation.

As all land use designations could result in impacts to MHPA land, with the exception of the Open Space designation, Figure 5.1-5, *MHPA Encroachment*, combines all Non-Open Space designations into a single category for illustrative purposes. As illustrated in Figure 5.1-5, some MHPA areas would not be protected by an Open Space Designation. A total of 11.5 acres of MHPA would not be protected by Open Space. Of this area, approximately 5.6 acres is covered by native vegetation including coastal sage scrub (0.2 acre), maritime succulent scrub (3.4 acres), non-native grassland (0.1 acre), riparian scrub (1.8 acres) and southern willow riparian forest (0.1 acre). The balance (5.8 acres) is either disturbed habitat or developed.

Encroachment into native vegetation within the western MHPA would be related to the connection of Calle Primera to Camino de la Plaza, and would consist of impacts to wetlands (riparian scrub and southern willow riparian forest). Encroachment into native vegetation along the eastern boundary would result in the potential loss of maritime succulent scrub as well as coastal sage scrub and non-native grassland from future hillside development.

The proposed connection of Calle Primera through the MHPA would not significantly impact the goals of the MSCP. The MSCP Subarea Plan (Section 1.4) identifies roads as an allowable use within the MHPA, provided they are identified in a community plan circulation/mobility element as collector streets essential for area circulation and necessary maintenance/emergency access roads. The Subarea Plan also stipulates that local streets should not cross the MHPA except where needed to access isolated development areas. The proposed road connection would be a collector road and therefore, would be an allowable use within the MHPA.

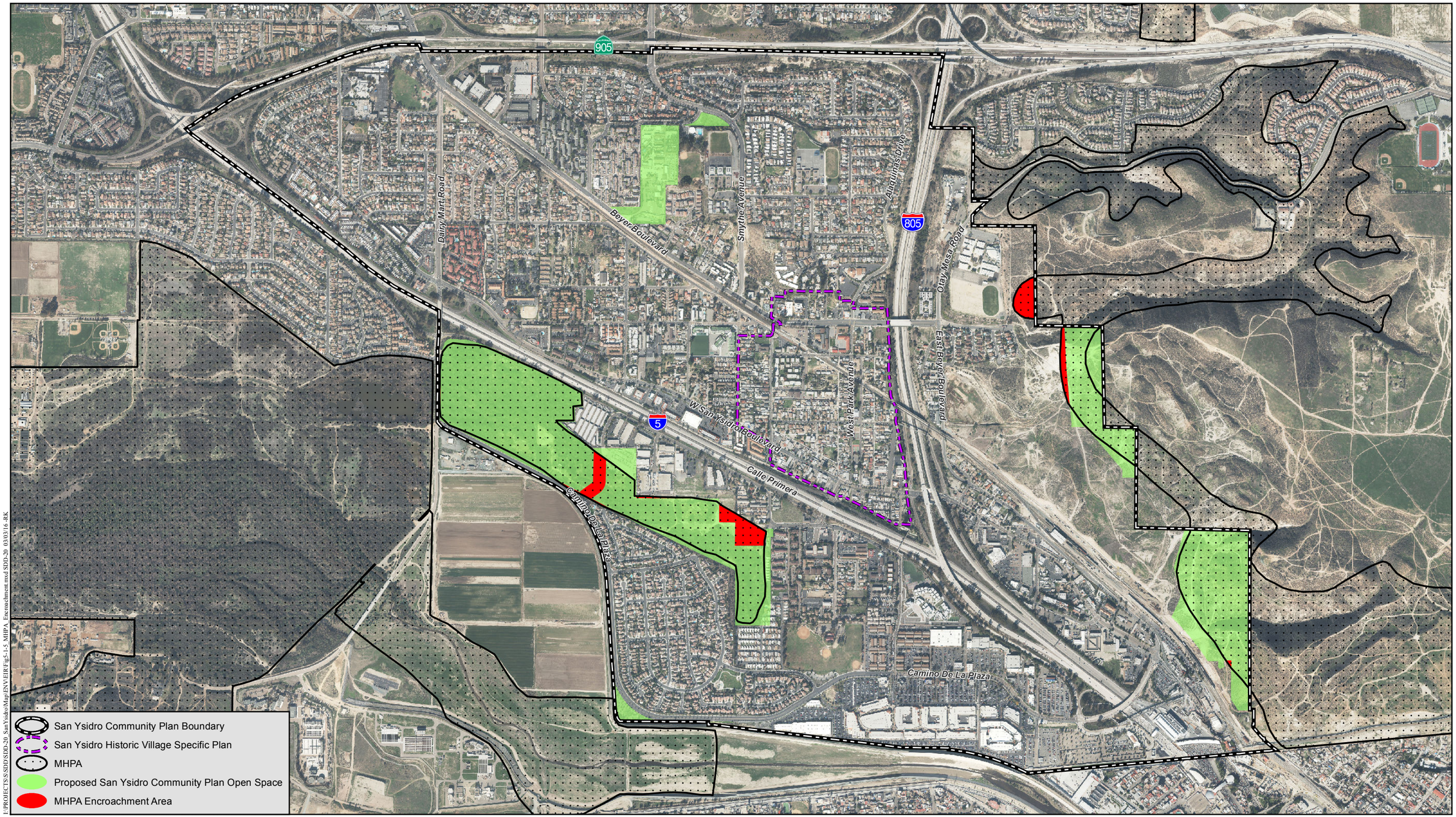
Potential encroachment in the MHPA area related to future development along the eastern edge of the SYCPU would not be an allowed use in the MHPA. For parcels 100% within the MHPA, development or other discretionary actions are allowed in the least environmentally sensitive 25 percent of the property. If more developable area is desired, the applicant may request a MHPA boundary line adjustment without the need to amend the City's MSCP Subarea Plan, provided the boundary adjustment results in an area of equivalent or higher biological value. To meet this standard, the area proposed for addition into the MHPA must meet the six functional equivalency criteria set forth in Chapter 5.4.2 of the Final MSCP Plan (August 1998). Essentially, these require that the land to be taken out of the MHPA be replaced with land of at least equal if not more valuable habitat. The adjustment must be approved by the USFWS and the CDFW.

Development within these MHPA areas would require ~~an amendment to the MHPA through either a major or minor~~ boundary line adjustment which would require that comparable habitat be placed in an MHPA to offset the loss of MHPA area resulting from development. The City as well as USFWS and CDFW would be required to approve the boundary line adjustment before development could occur, which would reduce the potential impact on the MSCP goals to less than significant.

The MHPA is surrounded by land designated with residential and commercial uses. Future development that would be adjacent to the MHPA would be subject to the MHPA Land Use Adjacency Guidelines, which aim to avoid or reduce significant indirect impacts from adjacent uses. These guidelines, as contained in Section 1.4.3 of the MSCP Subarea Plan address the issues of drainage, toxics, lighting, noise, barriers, invasive species, brush management, and grading/development. Moreover, the proposed SYCPU contains a policy (Conservation Element Policy 8.2.2) that requires implementation of the MHPA Land Use Adjacency Guidelines for development in the proximity of Dairy Mart Ponds and the Tijuana River Valley. Adherence to these guidelines and implementation of proposed SYCPU policy would avoid environmental plan consistency impacts associated with the MSCP Subarea Plan.

**b. Significance of Impacts**

Potential environmental plan consistency impacts would be less than significant because the proposed road connection that would encroach into the MHPA is an allowable use per the MSCP Subarea Plan. Development in the eastern MHPA would be required to limit encroachment to less than ~~255 acres~~25 percent of the total area of MHPA located on an individual parcel, or process a




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# MHPA Encroachment

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0 1,200 Feet

Figure 5.1-5

MHPA boundary line adjustment to offset impacts to MHPA land. Lastly, future development adjacent to the MHPA would be required to implement the MHPA Land Use Adjacency Guidelines in accordance with SYCPU Conservation Element Policy 8.2.2.

**c. Mitigation Framework**

Impacts would be less than significant, no mitigation is required.

**d. Significance After Mitigation**

Impacts would be less than significant.

#### 5.1.4.2 SYHVSP

**a. Impacts**

The SYHVSP area is located in the central portion of the SYCPU area, and is completely developed. It is not located within or adjacent to the MHPA and therefore, implementation of the SYHVSP would not conflict with the MSCP Subarea Plan.

**b. Significance of Impacts**

No impacts related to environmental plan consistency would occur because the SYHVSP area is not located within or adjacent to the MHPA.

**c. Mitigation Framework**

Impacts would be less than significant, no mitigation is required.

**d. Significance After Mitigation**

Impacts would be less than significant.

### 5.1.5 Issue 3: Airport Land Use Compatibility Plan Consistency

Could the proposed SYCPU and SYHVSP result in land uses that are not compatible with any applicable ALUCPs?

#### 5.1.5.1 SYCPU

**a. Impacts**

The SYCPU area is located approximately 2.5 miles from Brown Field Municipal Airport and 1.7 miles from the NOLF. The San Diego County Regional Airport Authority was established by state law to operate the San Diego International Airport and address the region's long-term air transportation needs, and as such, comprises the ALUC for all the airports in San Diego County, including Brown Field and the NOLF. The purpose of the ALUC is to protect public health, safety, and welfare by ensuring the orderly development of airports and the adoption of land use measures that minimize

the public's exposure to excessive noise and safety hazards within areas around public airports, to the extent that these areas are not already devoted to incompatible uses.

A Comprehensive Land Use Plan (CLUP) was adopted for Brown Field in 1981. This CLUP was subsequently changed to an ALUCP in October 2004 and amended in January 2010. State law requires the City to amend its General Plan and community plans within 180 days after the ALUC adopts a new ALUCP to make the land use plans consistent with the ALUCP. The City subsequently adopted San Diego Municipal Code (SDMC) Chapter 13, Article 2, Division 15, Airport Land Use Compatibility Overlay Zone. The Brown Field ALUCP is designed to safeguard the general welfare of persons within the vicinity of the airport and the public in general. Development in the vicinity of the airport must be consistent with the ALUCP, and the Airport Authority has the responsibility to review certain land use actions for compliance with the criteria and policies set forth in the ALUCP, including adoption or amendments to general plans, specific plans, and zoning ordinances. The ALUCP contains compatibility policies and criteria, and ALUC review procedures addressing the following types of compatibility concerns: noise, overflight, safety, and airspace protection. To facilitate the application of the compatibility policies and criteria and ALUC review procedures, the ALUCP identifies the AIA, the noise contours to be used for planning purposes, the airport safety zones, and the airspace protection surfaces.

A Draft ALUCP was prepared for the NOLF in July 2014, and includes similar objectives, designations and compatibility review requirements as noted above for the Brown Field ALUCP.

The northern portion of the SYCPU area is located within Review Area 2 of Brown Field's AIA, while most of the SYCPU area is within the NOLF Review Area 2 boundaries, as shown on Figures 5.1-3 and 5.1-4, respectively. The noted AIAs are defined as areas "…where airport-related noise, safety, airspace protection, and overflight factors may significantly affect land use compatibility or necessitate restrictions on certain land uses as determined by the ALUC." To facilitate implementation and reduce unnecessary referrals of projects to the ALUC, the AIAs are divided into Review Area 1 and Review Area 2. Review Area 2 consists of locations beyond Review Area 1, but within the airspace protection and/or overflight areas depicted on the associated maps in the Brown Field and NOLF ALUCPs (with specific Review Area 2 restrictions outlined above in Section 5.1.1.2). The additional function of Review Area 2 is to define where various mechanisms to alert prospective property owners about the nearby airport are appropriate.

Figures 5.1-3 and 5.1-4 show the ALUCP projected 60 community noise equivalent levels (CNELs) noise contour associated with Brown Field and the NOLF. Generally, 65 decibel CNEL is the level at which residential uses, schools, libraries, nature preserves, and parks become incompatible in relation to aircraft operations. As shown on Figures 5.1-3 and 5.1-4, the SYCPU area is not located within the 60 CNEL noise contour associated with Brown Field or the NOLF. As the 65 CNEL contour would lie inside the 60 CNEL contour, the SYCPU would be compatible with the Brown Field and NOLF ALUCPs, and no significant plan inconsistencies between the SYCPU and either noted airport would occur with respect to aircraft noise.

To preclude incompatible development from intruding into areas of significant risk resulting from aircraft takeoff and landing patterns, the ALUCP identifies areas of significant risk as "Safety Zones." The Safety Zones are used for evaluating safety compatibility for new development. The Safety Zones for Brown Field and the NOLF are located adjacent to the ends of the runway's primary surfaces, over which all aircraft using the airport must pass on either arrival or departure. As shown

on Figures 5.1-3 and 5.1-4, the SYCPU area is not located near the runways of Brown Field or the NOLF. Therefore, the SYCPU would be compatible with the Brown Field and NOLF ALUCPs, and no significant plan inconsistencies between the CPU and either noted airport would occur with respect to aircraft safety.

The City's General Plan and the LDC contain regulations to ensure that new development proposals are consistent with ALUCP policies. Compliance with these regulations would ensure that future development would be compatible with airport operations.

The entire SYCPU area is also located within FAA Noticing Surface Areas associated with Brown Field and/or the NOLF, as previously described. Accordingly, applicable future development under the SYCPU would be subject to review under FAA Noticing Area requirements. Specifically, all projects that require notification to the FAA would be required to submit an FAA Determination of No Hazard to Air Navigation to the City prior to recommendation of (discretionary) approval, or approval of (ministerial), the project. Depending on the results of this review, individual projects may be required to implement appropriate measures to maintain compatibility with airport operations and ensure that potential hazards are avoided (per the discussion of potential issue areas in Section 5.1.1.2). Based on mandatory compliance with FAA regulatory criteria as described, potential impacts from aircraft-related hazards associated with implementation of the SYCPU would be less than significant.

**b. Significance of Impacts**

Potential land use plan consistency impacts associated with the Brown Field and NOLF ALCUPs would be less than significant based on compliance with federal and local regulations, including an FAA determination and the City's LDC.

**c. Mitigation Framework**

Impacts would be less than significant, no mitigation is required.

**d. Significance After Mitigation**

Impacts would be less than significant.

### 5.1.5.2 SYHVSP

**a. Impacts**

The proposed SYHVSP area is not located within the AIA for Brown Field, although it is within the NOLF AIA (Review Area 2) and the FAA Noticing Surface Areas associated with Brown Field and the NOLF. Future development under the proposed SYCPU within the SYHVSP area would be required to conform with applicable NOLF Review Area 2 requirements (as noted above for the SYCPU), and to obtain an FAA Determination of No Hazard to Air Navigation prior to the recommendation for approval or approval of the development project. Compliance with these regulations would ensure that future development within the SYHVSP area would be compatible with airport operations. As such, no significant land use plan consistency impacts would occur.

**b. Significance of Impacts**

Potential land use plan consistency impacts associated with the Brown Field and NOLF ALCUPs would be less than significant based on compliance with applicable ALCUP and federal regulations, including an FAA determination.

**c. Mitigation Framework**

Impacts would be less than significant, no mitigation is required.

**d. Significance After Mitigation**

Impacts would be less than significant.

## 5.1.6 Issue 4: Community Division

Would the proposed SYCPU and SYHVSP physically divide an established community?

### 5.1.6.1 SYCPU

**a. Impacts**

The proposed SYCPU area is currently comprised of a mix of residential, commercial, industrial, institutional, recreational, and open space uses. San Ysidro is a border community that has strong ties to Mexico and many of the community's commercial uses are oriented toward tourists and other cross-border travelers. San Ysidro was originally laid out in a grid pattern with major avenues running north and south, and organized around a central linear park. This pattern has been undermined in the last several decades by the construction of major freeways and the Blue Line Trolley. I-5 traverses northwest-southeast and I-805 traverses north-south through San Ysidro; and the two freeways merge in the central portion of the community, north of the POE. South of the junction, I-5 directs freeway traffic straight to the POE. The freeways, together with the northwest-southeast ~~trolley~~Trolley corridor, expedite travel to and from the border crossing, but in doing so, create a physical partition of the SYCPU area. There are few bridges over or under the freeways and ~~trolley~~Trolley line that connect the distinct portions of the community. As noted in the existing Adopted Community Plan (Urban Form Element), the transportation corridors create divisions that limit pedestrian activity, and bar social, visual, and physical connections, all of which contribute to a divided community.

While these existing transportation corridors will remain and continue to divide the community, one of the primary objectives of the proposed SYCPU is to enhance connectivity throughout the SYCPU area. The overarching theme of the Urban Design Element of the proposed SYCPU is "to develop a more connected San Ysidro; to foster a community that consists of a well-planned and implemented social, visual, and physical network of interaction opportunities and defined places." To that end, the SYCPU Urban Design Element establishes direction for village design, distinctive neighborhoods, community gateways and linkages, streetscapes and pedestrian orientation, and other unique San Ysidro attributes. Policies are included in the Urban Design Element to retain and enhance existing neighborhoods, guide development of the San Ysidro Historic Village and BV as mixed-use villages

near transit facilities, provide for pedestrian-oriented activities and public spaces accessible, and connect neighborhoods.

To encourage cohesive neighborhoods, the proposed SYCPU identifies a composite of walkable, multi-modal neighborhoods, districts, and villages. The SYCPU delineates five distinct residential neighborhoods, two neighborhood mixed-use villages, two commercial districts, and the POE District. While the SYCPU includes a balance of land uses, it also promotes harmony between uses and the residents by linking residential development to the provision of adequate community facilities and services. While a new roadway connection and roadway improvements are recommended in the SYCPU, no new roadways, roadway extensions, roadway widening or facilities are proposed that would further divide neighborhoods or the community at large.

Several community-specific recommendations are included in the SYCPU that would enhance connectivity, including new or improved pedestrian bridges, sidewalks, crosswalks, bicycle facilities, public spaces, paseos, intersection improvements, and traffic calming measures. The land use plan, development standards, design guidelines, and planned mobility and infrastructure enhancements associated with the proposed SYCPU could foster social interaction within the neighborhood and improve community cohesion. The siting of mixed uses in proximity to each other, the provision of enhanced pedestrian corridors and bicycle amenities, and the planned changes to the street network would additionally serve to foster community connectivity.

The SYCPU addresses community connectivity by proposing the intensification of land uses within the proposed villages (San Ysidro Historic Village and BV) along the ~~trolley~~Trolley corridor and the San Ysidro Boulevard commercial corridor. As a result, the SYCPU promotes pedestrian-oriented community villages within the proposed SYCPU area that provide diverse and affordable housing opportunities, a lively commercial center, public spaces, tourist and visitor destinations near the international border, and encourages quality neighborhood and community-supporting institutional and commercial uses. This village land use strategy is intended to enhance public gathering places and destinations to foster improved community connectivity and cohesion.

Overall, incorporation of the goals and recommendations of the elements contained in the proposed SYCPU would enhance community connectivity and would not physically divide an established community. Potential impacts to community cohesiveness would therefore be less than significant.

**b. Significance of Impacts**

The proposed SYCPU would not physically divide an established community, and associated land use impacts would be less than significant. Community connectivity would be enhanced by provisions in the proposed SYCPU that establish two villages and improved pedestrian, bicycle, and transit amenities. Land use impacts associated with division of an established community would be less than significant.

**c. Mitigation Framework**

Impacts would be less than significant, no mitigation is required.

**d. Significance After Mitigation**

Impacts would be less than significant.

### 5.1.6.2 SYHVSP

**a. Impacts**

As discussed above under the SYCPU, the SYHVSP area would be one of the proposed neighborhood villages identified in the SYCPU. The SYHVSP area is located within the center of the SYCPU area, and is envisioned to be a mixed-use village that concentrates on two areas of land use intensification, including the area around the Beyer Trolley Station and the commercial corridor along San Ysidro Boulevard. The SYCPU contains numerous policies and guidelines to guide future development of this proposed neighborhood village in the Land Use, Mobility, Urban Design, and Historic Preservation Elements. These policies are geared toward the establishment and provision of a mix of land uses along a transit corridor that are concentrated within the historic center of the community, while maintaining references to its historic village character. No new roadways or other facilities are proposed within the SYHVSP area that would divide this established neighborhood. Based on the preservation of the established residential neighborhood that would be enhanced with paseos, pedestrian improvements, public art, parks and other public spaces, the SYHVSP area would be augmented with additional community gathering spaces, and would continue to function as the cultural and community center of San Ysidro.

The incorporation of the goals and recommendations of the elements contained in the proposed SYCPU for the SYHVSP areas would enhance community connectivity and would not physically divide this established community. Potential impacts to community cohesiveness would therefore be less than significant.

**b. Significance of Impacts**

The SYHVSP would not physically divide an established community, and associated land use impacts would be less than significant. Community connectivity would be enhanced by provisions in the proposed SYCPU that establish this area as a neighborhood village.

**c. Mitigation Framework**

Impacts would be less than significant, no mitigation is required.

**d. Significance After Mitigation**

Impacts would be less than significant.

# 5.2 Transportation/Circulation

The following section summarizes the Traffic Impact Study (TIS) for the San Ysidro Community Plan Update prepared in December 2015 by Kimley-Horn and Associates (Kimley-Horn 2015). The complete TIS is included as Appendix B of this PEIR. The TIS contains analysis of the proposed SYCPU alternative that will be used to regulate and guide the strategic growth within the community. In addition, a Mobility Element was prepared based on the existing roadway conditions, potential future transportation deficiencies, and improvement recommendations based on extensive input from the community stakeholders.

The TIS discusses the existing conditions, significance determination thresholds, and potential impacts of the land use plan included in the SYCPU, and identifies mitigation measures where required. Conditions, impacts, and mitigation within the entire SYCPU are summarized below with additional separate discussion of specifics related to the SYHVSP. The TIS analyzes Existing Conditions (traffic conditions of the existing street network), and Horizon Year Conditions (traffic conditions of the street network assumed to be in place under Horizon Year 2035 conditions with the implementation of the land use changes per the Land Use Element of the SYCPU).

## 5.2.1 Existing Conditions

### 5.2.1.1 SYCPU

#### a. Local Circulation Network

The TIS summarizes the existing roadway circulation network, daily and peak-hour traffic volumes, and operations at the study intersections and roadway, and freeway segments. The portions of the roadways described in the TIS were selected to reflect the areas within the given community, and may not reflect the entirety of the roadway network. Functional classifications were based on field observations performed during preparation of the TIS.

**Roadway and Freeway Segments**

Existing roadways and freeways analyzed in the TIS are briefly described below. The location and functional classification of these roadways are shown in Figure 5.2-1, *Existing Roadway Functional Classification.*

Beyer Boulevard functions as a four lane collector, and has an east-west alignment from Dairy Mart Road to East Beyer Boulevard. The roadway runs parallel to railroad tracks through the community, then turns into the Otay Mesa-Nestor community. Sidewalks are provided along the roadway. Parallel parking is provided along the south side of the roadway between Dairy Mart Road and Smythe Avenue, and along both sides of the roadway between Smythe Avenue and East Beyer Boulevard. The posted speed limit along the roadway is 40 miles per hour (mph) between Dairy Mart Road and Del Sur Boulevard and 35 mph between Del Sur Boulevard and East Beyer Boulevard.

East Beyer Boulevard functions as a two lane collector, and has a north-south alignment from Beyer Boulevard to East San Ysidro Boulevard. The roadway is located east of I-805 and I-5, and runs

parallel to both of these facilities. Parallel parking is available on both sides of the street. Sidewalks are provided along both sides of the roadway from Beyer Boulevard to Bolton Hall Road. South of Bolton Hall Road, curb, gutter, and sidewalks are present on the west side of the street. The posted speed limit along the roadway is 30 mph between Beyer Boulevard and Bolton Hall Road and 40 mph between Bolton Hall Road and East San Ysidro Boulevard.

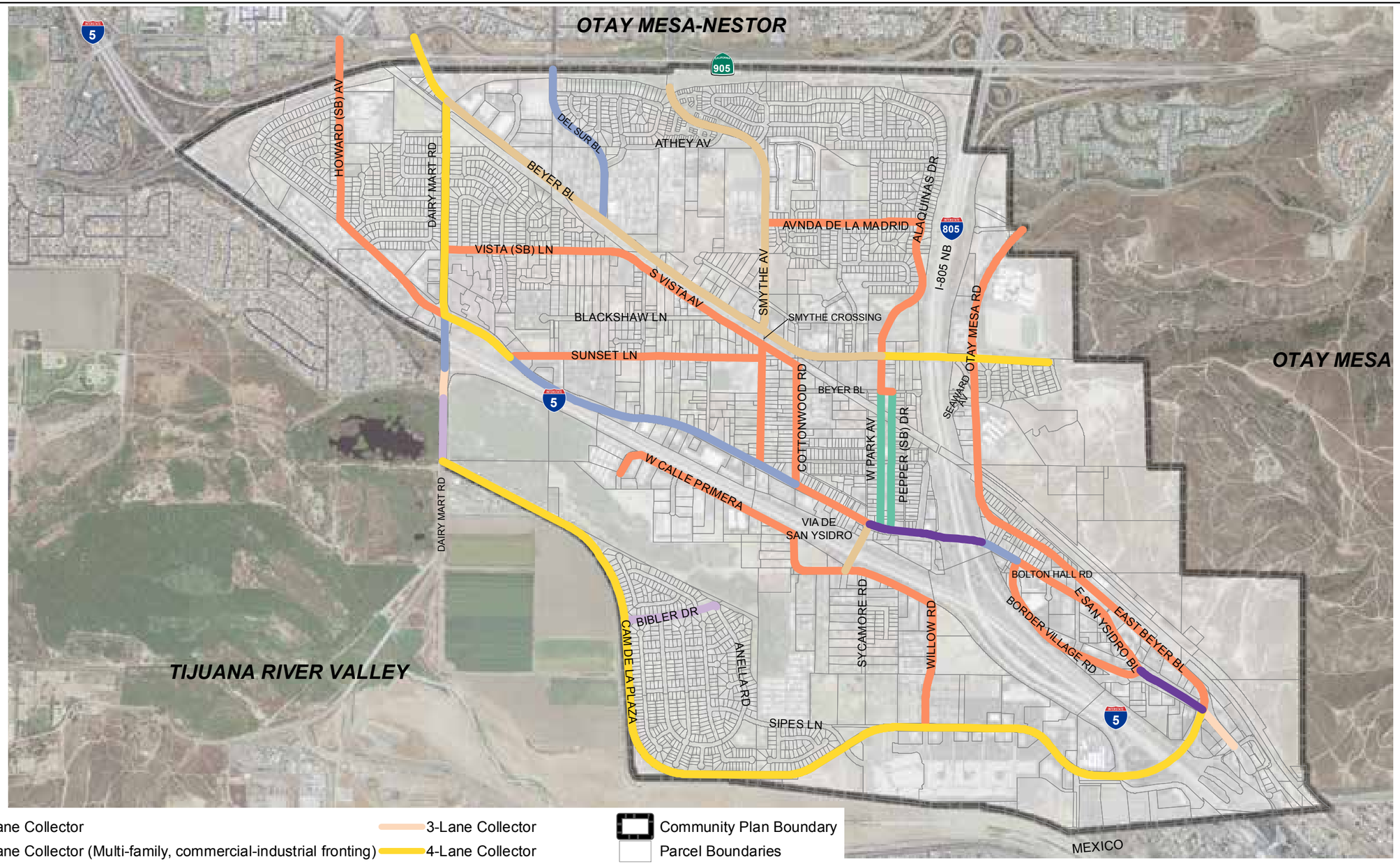
Del Sur Boulevard functions as a two lane collector with two-way left-turn lanes that has a north-south alignment from the Otay-Mesa Nestor community to Beyer Boulevard. Parallel parking is available on the east side of the street. Diagonal parking is available between Shooting Star Drive and Caithness Drive. Sidewalks are provided along both sides of the roadway. The posted speed limit along the roadway is 30 mph. Del Sur Boulevard is part of the existing bicycle network and functions as a Class II (bike lane) facility.

Smythe Avenue functions as a four lane collector between SR-905 and Beyer Boulevard and as a two lane collector between Beyer Boulevard and West San Ysidro Boulevard. Sidewalks are provided along both sides of the roadway. Parking is not provided between SR-905 and Beyer Boulevard. Between Beyer Boulevard and West San Ysidro Boulevard, Smythe Avenue provides services to residential uses and parallel parking is provided along both sides of the roadway. The posted speed limit along the roadway between SR-905 and Beyer Boulevard is 35 mph. Between Beyer Boulevard and West San Ysidro Boulevard it is 25 mph.

Dairy Mart Road functions as a four lane collector that runs in the north-south direction from Beyer Boulevard to Camino de la Plaza. South of Camino de la Plaza and outside of the SYCPU area, the roadway functions as a two lane collector. The segment between West San Ysidro Boulevard and Camino de la Plaza is not yet built to its ultimate classification and functions as a Two-Lane Collector roadway. This road provides access to the Tijuana River Valley. Sidewalks are provided along both sides of the roadway between Beyer Boulevard and West San Ysidro Boulevard. Parking is not provided along the entire roadway segment. The posted speed limit along the roadway is 30 mph between Beyer Boulevard and the I-5 interchange. Between the I-5 interchange and Camino de la Plaza, the posted speed limit is 40 mph. Dairy Mart Road is part of the existing bicycle network and functions as a Class II bicycle facility between Beyer Boulevard and West San Ysidro Boulevard.

San Ysidro Boulevard is the primary thoroughfare in the San Ysidro community. West San Ysidro Boulevard functions as a two lane collector from Howard Avenue to Dairy Mart Road, as a three lane collector from Dairy Mart Road to Sunset Lane, and back to a two lane collector classification from Sunset Lane to Via de San Ysidro. West San Ysidro Boulevard widens to a four lane major arterial from Via San Ysidro to the I-805 ramps. East San Ysidro Boulevard functions as a two lane from the I-805 ramps to Border Village Road (east), then widens to a four lane major arterial from Border Village Road (east) to East Beyer Boulevard-Camino de la Plaza. There is a continuous left turn lane from Sunset Lane to Cottonwood Road and also from the I-805 ramps to Border Village Road (east). Sidewalks and parking are provided along the roadway. The posted speed limit along the roadway is 35 mph with the exception of the segments between Averil Road and Cottonwood Road where the posted speed limit is 25 mph.

Border Village Road functions as a four lane collector connecting with East San Ysidro Boulevard at two locations. Under existing conditions, Border Village Road functions as a two lane collector. Sidewalks and parking are provided along both sides of the roadway. The speed limit along the roadway is 30 mph.




**LEGEND**

- 1-Lane Collector
- 2-Lane Collector (Multi-family, commercial-industrial fronting)
- 2-Lane Collector (One Way)
- 2-Lane Collector (continuous left-turn lane)
- 2-Lane Collector (no fronting property)
- 3-Lane Collector
- 4-Lane Collector
- 4-Lane Collector (no TWLT)
- 4-Lane Major Arterial
- 5-Lane Major Arterial
- Community Plan Boundary
- Parcel Boundaries

N

0 400 800 1,600 Feet

Source: SYCPU 2016

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# Existing Roadway Functional Classification

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Figure 5.2-1

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Via de San Ysidro functions as a four lane major roadway connecting West San Ysidro Boulevard with Calle Primera. Under existing conditions, Via de San Ysidro functions as a four lane collector due to the lack of a raised median divider. Sidewalks are provided along both sides of the roadway. Parking is not allowed along Via de San Ysidro.

Calle Primera functions as a two lane collector west of Via de San Ysidro and as a four lane collector between Via de San Ysidro and Willow Road. Independent of its classification in the Adopted Community Plan, between Via de San Ysidro and Willow Road, Calle Primera functions as a two lane collector.

Willow Road functions as a four lane collector that runs in the north-south direction connecting Calle Primera with Camino de la Plaza. Willow Road functions as a two lane collector under existing conditions. Sidewalks are provided along both sides of the roadway. On-street parking is available. The posted speed limit along the roadway is 25 mph.

Bibler Drive functions as a two lane collector and has an east-west alignment connecting Calle Primera/Via de San Ysidro to Camino de la Plaza. Under existing conditions, Bibler Street is built as a two lane collector, but it has not yet been extended to connect to Calle Primera. Sidewalks are provided along both sides of the roadway. On-street parking is available.

Camino de la Plaza functions as a four lane collector, and has an east-west alignment. There are curb, gutter, and bike lanes on both sides of the street. A sidewalk is provided on the north side of the street. There is a wide painted median, and the posted speed limit is 45 mph. Camino de la Plaza is classified as a Class II bicycle facility from Dairy Mart Road to I-5 southbound (SB) ramps. Between Willow Road and I-5 southbound ramp, the Class II bicycle facility is only provided along the south side of the roadway; a Class III bicycle facility is provided along the north side of the road.

Vista Lane is a non-circulation element roadway that functions as a two lane collector, and has an east-west alignment between Dairy Mart Road and Cottonwood Road. The roadway provides an east-west connection along the railroad tracks south of Beyer Boulevard. Sidewalks and parking are provided along both sides of the roadway. The speed limit along the roadway is 30 mph.

Sunset Lane is a non-circulation element roadway that functions as a two lane collector and has an east-west alignment between West San Ysidro Boulevard and Vista Lane. Sidewalks and parking are provided along both sides of the roadway. The speed limit along this roadway is 30 mph. Cottonwood Road is a non-circulation element roadway functioning as a two lane collector, and has a north-south alignment connecting Vista Lane and West San Ysidro Boulevard. Sidewalks and parking are provided along both sides of the roadway. The speed limit along this roadway is 30 mph.

Park Avenue functions as a one lane, one-way couplet, and has a north–south alignment. Both roadways cross the ~~trolley~~Trolley corridor. East Park Avenue runs north from East San Ysidro Boulevard and ends at East Seaward Avenue. West Park Avenue runs south from East San Ysidro Boulevard and continues on past East Seaward Avenue, becoming two-way and providing access to Beyer Boulevard. They are connected at midpoint by East Hall Avenue. Pedestrian traffic is heavy as this road provides access to the library, senior center, the linear park, and gymnasium, as well as several residential neighborhoods. Sidewalks and curbside parking are provided along both roadways. The posted speed limit along both roadways is 25 mph. East and West Park avenues are surrounded by residential uses.

Seaward Avenue is a non-circulation element roadway functioning as a two lane collector, and has an east-west alignment between West Park and East Park Avenue. Sidewalks and parking are provided along both sides of the roadway. The speed limit along this roadway is 25 mph.

Howard Avenue is a non-circulation element roadway functioning as a two lane collector and has a north-south alignment connecting West San Ysidro Boulevard and Iris Avenue (outside the San Ysidro community). Sidewalks and parking are provided along both sides of the roadway. The speed limit along this roadway is 30 mph.

Avenida de la Madrid is a non-circulation element roadway functioning as a two lane collector. Avenida de la Madrid extends in the east-west direction between Smythe Avenue and Alaquinas Drive. Sidewalks and parking are provided along both sides of the roadway. The speed limit along this roadway is 30 mph.

Alaquinas Drive is a non-circulation element roadway functioning as a two lane collector. West Park Boulevard becomes Alaquinas Drive at Beyer Boulevard, where it continues north adjacent to the west side of I-805 before looping into La Mariquita Senda. Sidewalks and parking are provided along both sides of the roadway. The speed limit along this roadway is 30 mph.

Interstate 5 is a north-south interstate that traverses the United States from the Mexico border to the Canadian border through the states of California, Oregon, and Washington. Within California, I-5 connects San Diego, Los Angeles, Sacramento, and the eastern portion of the San Francisco Bay Area. I-5 can be directly accessed from the Uptown and Golden Hill communities and provides access to I-805 and SR-905 within the vicinity of the study area. Within the SYCPU area, I-5 has three local interchanges at Camino de la Plaza, Via de San Ysidro, and Dairy Mart Road/ San Ysidro Boulevard.

Interstate 805 is a north – south interstate ~~largely~~ contained within the San Diego County limits. I-805 provides connections with I-5, SR-163, and SR-905 within the vicinity of the study area. Within the SYCPU area, I-805 has one local interchange at San Ysidro Boulevard and provides southbound travel an exit opportunity at Camino de la Plaza.

State Route 905 serves as a major east-west connection between I-5 and the Otay Mesa community. SR-905 has two local interchanges within the SYCPU area, including Beyer Boulevard and Picador Boulevard.

**Intersections**

Intersections within the proposed SYCPU area were selected to be studied based on several factors, including the following:

- Existing circulation element roadways intersecting with other existing circulation element roadways where both roadways function or are classified as a collector or higher.
- Intersections that provide access to/from freeways.

- Anticipated circulation element roadways intersecting with other existing and/or anticipated circulation element roadways where both roadways function or are classified as a collector or higher.
- Key intersections where both intersecting streets meet one of the following conditions:
  - 4 lanes or greater;
  - 3 lanes and carries over 15,000 average daily traffic (ADT);
  - 2 lanes and carries over 10,000 ADT; and
  - Additional intersections where the community has expressed concerns.

Based on the criteria listed above, a total of 48 intersections were selected for analysis in the TIS and are listed in Table 5.2-1, *Intersections*. As shown in the table, 25 of the 48 intersections evaluated are signalized. The intersections are shown in Figure 5.2-2, *Intersections Studied*.

**TABLE 5.2-1**
**INTERSECTIONS**

| No. | Intersection | Traffic Control |
|---|---|---|
| 1 | Beyer Blvd & Iris Avenue/ SR-905 (Caltrans) | Traffic Signal |
| 2 | Beyer Blvd & Dairy Mart Rd/SR-905 Ramps (Caltrans) | Traffic Signal |
| 3 | Beyer Blvd & Del Sur Blvd | Traffic Signal |
| 4* | Smythe Crossing & Beyer Blvd | One-way stop controlled |
| 5* | Beyer Blvd & Smythe Avenue | Traffic Signal |
| 6* | W. Park Ave/Alaquinas Dr & Beyer Blvd | Traffic Signal |
| 7 | E. Beyer Blvd/Otay Mesa Rd & Beyer Blvd | Traffic Signal |
| 8 | Picador Blvd & SR-905 WB On-ramp/SR-905 (Caltrans) | Traffic Signal |
| 9 | Smythe Ave/Picador Blvd & SR-905 EB Off-ramp (Caltrans) | Traffic Signal |
| 10 | Dairy Mart Road & Vista Lane | One-way stop controlled |
| 11 | Averil Road & Vista Lane | All-way stop controlled |
| 12* | Smythe Avenue & Vista Lane | One-way stop controlled |
| 13* | Sunset Lane & Vista Lane | One-way stop controlled |
| 14 | Averil Road & Sunset Lane | All-way stop controlled |
| 15* | Smythe Avenue & Sunset Lane | All-way stop controlled |
| 16* | W. Park Avenue & Seaward Ave | All-way stop controlled |
| 17* | E. Park Avenue & Seaward Avenue | All-way stop controlled |
| 18 | W. San Ysidro Blvd & Howard Avenue | All-way stop controlled |
| 19 | Dairy Mart Road & W. San Ysidro Blvd | Traffic Signal |
| 20 | I-5 NB Ramps & W. San Ysidro Blvd | Traffic Signal |
| 21 | W. San Ysidro Blvd & Sunset Lane | One-way stop controlled |
| 22 | W. San Ysidro Blvd & Averil Road | All-way stop controlled |
| 23* | W. San Ysidro Blvd & Smythe Avenue | Two-way stop controlled |
| 24* | Cottonwood Road & W. San Ysidro Blvd | Traffic Signal |
| 25* | Via de San Ysidro & W. San Ysidro Blvd | Traffic Signal |
| 26* | W. San Ysidro Blvd/E. San Ysidro Blvd & W. Park Avenue | One-way stop controlled |
| 27* | E. San Ysidro Blvd/W. San Ysidro Blvd & E. Park Avenue | Stop Controlled |
| 28 | I-805 SB Ramps & E. San Ysidro Blvd (Caltrans) | Traffic Signal |
| 29 | I-805 NB Ramps & E. San Ysidro Blvd (Caltrans) | Traffic Signal |
| 30 | Border Village Road (W) & E. San Ysidro Blvd | Traffic Signal |

**TABLE 5.2-1**
**INTERSECTIONS**
**(continued)**

| No. | Intersection | Traffic Control |
|---|---|---|
| 31 | Border Village Road (E) & E. San Ysidro Blvd | Traffic Signal |
| 32 | Camino de la Plaza/E. Beyer Blvd & E. San Ysidro Blvd | Traffic Signal |
| 33 | E. San Ysidro Blvd at the San Ysidro Transit Center | Traffic Signal |
| 34 | Via de San Ysidro & I-5 NB Ramps | One-way stop controlled |
| 35 | Via de San Ysidro & I-5 SB off-ramp | Traffic Signal |
| 36 | Calle Primera/Willow Road & Via de San Ysidro | Traffic Signal |
| 37 | Dairy Mart Road & I-5 SB Ramps (Caltrans) | Traffic Signal |
| 38 | Dairy Mart Road & Servando Ave | All-way stop controlled |
| 39 | Dairy Mart Road & Camino de la Plaza | One-way stop controlled |
| 40 | Camino de la Plaza & Bibler Drive | Traffic Signal |
| 41 | Willow Road & Camino de la Plaza | Traffic Signal |
| 42 | Camiones Way/I-5 SB Ramps & Camino de la Plaza | Traffic Signal |
| 43 | Smythe Avenue & Avenida de la Madrid | Traffic Signal |
| 44 | Avenida de la Madrid & Alaquinas Drive | One-way stop controlled |
| 45 | E. San Ysidro Blvd & Center St | One-way stop controlled |
| 46 | Camino de la Plaza & New I-805 NB Ramp | New Traffic Signal |
| 47* | Vista Lane & Smythe Crossing | Two-way stop controlled |
| 48 | Camino de la Plaza & Virginia Avenue | Two-way stop controlled |

Source: Kimley-Horn 2015
*In SYHVSP area

### b. Level of Service Criteria

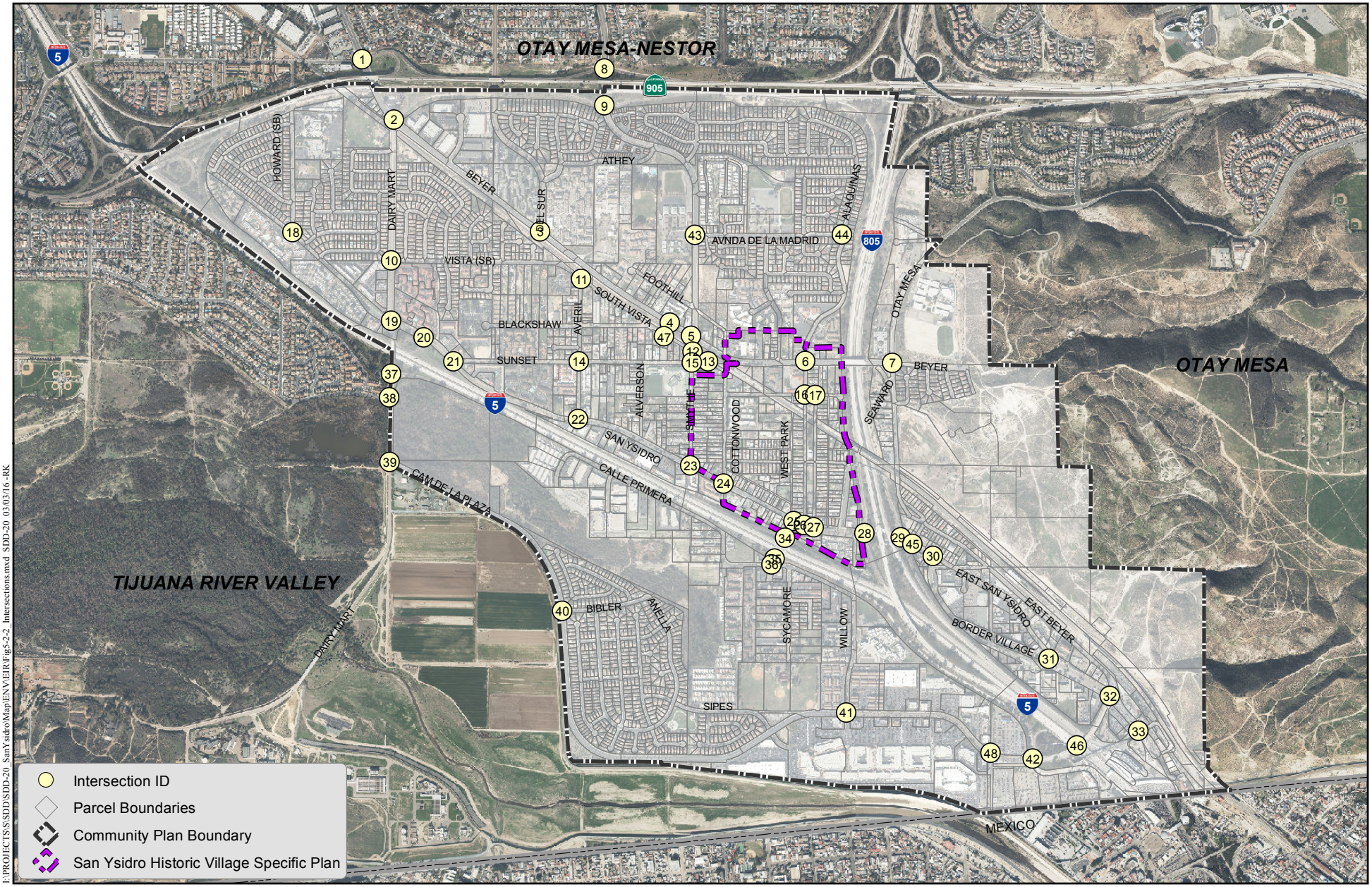
Level of service (LOS) is the term used to denote the different operating conditions which occur on a given roadway segment, intersection, or other facility. The concept of LOS is defined as a qualitative measure describing operational conditions within a traffic stream, and the motorist's perception of operations. LOS designations range from A to F, with LOS A representing the best operating conditions and LOS F representing the worst operating conditions.

#### Roadway Segments

The roadway LOS standards and thresholds the City applies within its jurisdiction provide the basis for analyzing roadway segment performance. The analysis of roadway segment LOS is based on the functional classification of the roadway, the maximum capacity, roadway geometrics, and existing or forecasted average daily traffic (ADT) volumes. Table 5.2-2, *City of San Diego Roadway Segment Capacity and Level of Service*, presents the roadway segment capacity and LOS standards used to analyze roadway segments in the TIS for the SYCPU.

#### Intersections

LOS for signalized intersections is defined in terms of delay, which is a measure of driver discomfort, frustration, fuel consumption, and loss of travel time. Specifically, LOS criteria are stated in terms of the average control delay per vehicle for the peak 15-minute period within the hour analyzed. The average control delay includes initial deceleration delay, queue move-up time, and final acceleration




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Source: KHA 2016

# Intersections Studied

SAN YSIDRO COMMUNITY PLAN UPDATE

HELIX Environmental Planning

N 0 1,800 Feet

Figure 5.2-2

time in addition to the stop delay. The LOS for unsignalized intersections is determined by the computed or measured control delay and is defined for each minor movement. The criteria for the various LOS designations for signalized and unsignalized intersections are given in Table 5.2-3, *Level of Service Criteria for Intersections*. Within the City of San Diego, all signalized and unsignalized intersections are considered deficient if they operate at LOS E or F.

### Freeway Segments

In order to determine the impacts on the study area freeway segments, Table 5.2-4, *Level of Service Criteria for Freeway Segment Analysis*, has been developed by Caltrans District 11 and is used as a reference. The procedure involves comparing the peak-hour volume (v) of the mainline freeway segment to the theoretical capacity (c) of the segment, which results in a volume-to-capacity (v/c) ratio. The calculated v/c ratio is then compared to the accepted ranges of v/c ratio values corresponding to the respective LOS.

**TABLE 5.2-2**
**CITY OF SAN DIEGO ROADWAY SEGMENT CAPACITY AND LEVEL OF SERVICE**

| Road Class | Lanes | A | B | C | D | E |
|---|---|---|---|---|---|---|
| Freeway | 8 | 60,000 | 84,000 | 120,000 | 140,000 | 150,000 |
| Freeway | 6 | 45,000 | 63,000 | 90,000 | 110,000 | 120,000 |
| Freeway | 4 | 30,000 | 42,000 | 60,000 | 70,000 | 80,000 |
| Expressway | 6 | 30,000 | 42,000 | 60,000 | 70,000 | 80,000 |
| Prime Arterial (two-way) | 6 | 25,000 | 35,000 | 50,000 | 55,000 | 60,000 |
| Major Arterial (two-way) | 6 | 20,000 | 28,000 | 40,000 | 45,000 | 50,000 |
| Major Arterial (two-way) | 4 | 15,000 | 21,000 | 30,000 | 35,000 | 40,000 |
| Major Arterial (two-way) | 3 | 11,250 | 15,750 | 22,500 | 26,250 | 30,000 |
| Major Arterial (one-way) | 3 | 12,500 | 16,500 | 22,500 | 25,000 | 27,500 |
| Major Arterial (one-way) | 2 | 10,000 | 13,000 | 17,500 | 20,000 | 22,500 |
| Collector (two-way) | 4 | 10,000 | 14,000 | 20,000 | 25,000 | 30,000 |
| Collector (No center lane) (Continuous left-turn lane) | 4<br>2 | 5,000 | 7,000 | 10,000 | 13,000 | 15,000 |
| Collector (No fronting property) | 2 | 4,000 | 5,500 | 7,500 | 9,000 | 10,000 |
| Collector (two-way) | 3 | 7,500 | 10,500 | 15,000 | 17,500 | 20,000 |
| Collector (no center turn lane) | 3 | 4,000 | 5,500 | 7,500 | 10,000 | 11,500 |
| Collector (Commercial/Industrial fronting) | 2 | 2,500 | 3,500 | 5,000 | 6,500 | 8,000 |
| Collector (Multi-family) | 2 | 2,500 | 3,500 | 5,000 | 6,500 | 8,000 |
| Collector (one-way) | 3 | 11,000 | 14,000 | 19,000 | 22,500 | 26,000 |
| Collector (one-way with one lane dedicated for bike facility) | 3 | 7,500 | 9,500 | 12,500 | 15,000 | 17,500 |

**TABLE 5.2-2**
**CITY OF SAN DIEGO ROADWAY SEGMENT CAPACITY AND LEVEL OF SERVICE**
**(continued)**

| Road Class | Lanes | A | B | C | D | E |
|---|---|---|---|---|---|---|
| Collector (one-way) | 2 | 7,500 | 9,500 | 12,500 | 15,000 | 17,500 |
| Collector (one-way) | 1 | 2,500 | 3,500 | 5,000 | 6,250 | 7,500 |
| Sub-Collector (Single family) | 2 | – | – | 2,200 | – | – |

Sources: City of San Diego Traffic Impact Study Manual, Table 2, Page 8, July 1998a; City of San Diego Planning Department Mobility Section; Kimley-Horn 2015
Notes:
[1] The volumes and the average daily level of service listed above are only intended as a general planning guideline.
[2] Levels of service are not applied to residential streets since their primary purpose is to serve abutting lots, not carry through traffic. Levels of service normally apply to roads carrying through traffic between major trip generators and attractors.
[3] Capacities for any classification not identified in the sources noted below were developed based on interpolation from similar classifications.

**TABLE 5.2-3**
**LEVEL OF SERVICE CRITERIA FOR INTERSECTIONS**

| LOS | Signalized (Control Delay) (sec/veh*) [(a)] | Unsignalized (Control Delay) (sec/veh) [(b)] | Description |
|---|---|---|---|
| A | ≤10.0 | ≤10.0 | Operations with very low delay and most vehicles do not stop. |
| B | >10.0 and ≤20.0 | >10.0 and ≤15.0 | Operations with good progression but with some restricted movement. |
| C | >20.0 and ≤35.0 | >15.0 and ≤25.0 | Operations where a significant number of vehicles are stopping with some backup and light congestion. |
| D | >35.0 and ≤55 .0 | >25.0 and ≤35.0 | Operations where congestion is noticeable, longer delays occur, and many vehicles stop. The proportion of vehicles not stopping declines. |
| E | >55.0 and ≤80.0 | >35.0 and ≤50.0 | Operations where there is significant delay, extensive queuing, and poor progression. |
| F | >80.0 | >50.0 | Operations that are unacceptable to most drivers, when the arrival rates exceed the capacity of the intersection. |

Source: Kimley-Horn 2015
Notes:
(a) 2000 Highway Capacity Manual, Chapter 16, Page 2, Exhibit 16-2
(b) 2000 Highway Capacity Manual, Chapter 17, Page 2, Exhibit 17-2
* sec/veh = seconds per vehicle

**TABLE 5.2-4**
**LEVEL OF SERVICE CRITERIA FOR FREEWAY SEGMENT ANALYSIS**

| LOS | v/c Ratio | Congestion/Delay | Traffic Description |
|---|---|---|---|
| A | <0.41 | None | Free Flow |
| B | 0.41 – 0.62 | None | Free to stable flow, light to moderate volumes |
| C | 0.63 – 0.80 | None to minimal | Stable flow, moderate volumes, freedom to maneuver noticeably restricted |
| D | 0.81 – 0.92 | Minimal to substantial | Approaches unstable flow, heavy volumes, and very limited freedom to maneuver |
| E | 0.93 – 1.00 | Significant | Extremely unstable flow, maneuverability and psychological comfort extremely poor |
| $F_0$ | 1.01 – 1.25 | Considerable<br>0-1 hour delay | Operations that are unacceptable to most drivers, when the arrival rates exceed the capacity of the intersection |
| $F_1$ | 1.26 – 1.35 | Severe<br>1-2 hour delay | Forced flow, heavy congestion, long queues form behind breakdown points, stop and go |
| $F_3$ | 1.36 – 1.45 | Very severe<br>2-3 hour delay | Extremely heavy congestion, very long queues |
| $F_4$ | >1.46 | Extremely severe<br>3+ hour delay | Gridlock |

Source: Kimley-Horn 2015
Note: Based on the 1992 Caltrans guidelines.

### c. Existing Traffic Volumes and LOS

#### Roadway Segments

Existing volumes and LOS on the roadway segments in the SYCPU area under Existing Conditions for a typical weekday are shown in Table 5.2-5, *Existing Conditions Summary of Roadway Segment Volumes and LOS*. As shown in the table, based on planning-level analysis using ADT volumes, it is estimated that all roadway segments function at an acceptable LOS D or better in the study area, except for the segments listed below.

- Dairy Mart Road between West San Ysidro Boulevard and I-5 SB Ramps (LOS F);
- Dairy Mart Road between I-5 SB Ramps and Servando Avenue (LOS F);
- West San Ysidro Boulevard between Smythe Avenue and Cottonwood Road (LOS E);
- West San Ysidro Boulevard between Cottonwood Road and Via de San Ysidro (LOS F);
- East San Ysidro Boulevard between I-805 northbound (NB) Ramps and Border Village Road (LOS F);
- East San Ysidro Boulevard between Border Village Road (W) and (E) (LOS F);
- East San Ysidro Boulevard between Beyer Boulevard/Camino de la Plaza and the I-5 SB Ramps (LOS E);
- Via de San Ysidro between West San Ysidro Boulevard and the I-5 NB Ramps (LOS F);

- Via de San Ysidro between I-5 NB Ramps and Calle Primera (LOS F);
- Calle Primera between Via de San Ysidro and Willow Road (LOS F); and
- Willow Road between Calle Primera and Camino de la Plaza (LOS F).

**Intersections**

Existing volumes and LOS for the intersections in the SYCPU area under Existing Conditions are shown in Table 5.2-6, *Existing Conditions Summary of Intersection Analysis*. All intersections currently operate at LOS D or better during both peak periods, except for the following intersections (the number corresponds to the intersection number in Table 5.2-6):

2. Beyer Boulevard & Dairy Mart Road/ SR-905 ramps (LOS F during the afternoon peak-hour);
34. Via de San Ysidro & I-5 NB ramps (LOS F during the afternoon peak-hour);
35. Via de San Ysidro & I-5 SB off-ramp (LOS E during the afternoon peak-hour);
36. Calle Primera/Willow Road & Via de San Ysidro (LOS E during the afternoon peak-hour);
37. Dairy Mart Road & I-5 SB ramps (LOS E during the afternoon peak-hour);
38. Dairy Mart Road & Servando Avenue (LOS E during the afternoon peak-hour weekday);
39. Dairy Mart Road & Camino de la Plaza (LOS E during the afternoon peak-hour);
42. Camiones Way/I-5 SB ramps & Camino de la Plaza (LOS F during the afternoon peak-hour); and
47. Vista Lane & Smythe Crossing (LOS E during the afternoon peak-hour).

**Freeway Segments**

Volumes and LOS for the freeway segments in the SYCPU area under Existing Conditions are shown in Table 5.2-7, *Existing Conditions Freeway Segment Analysis Summary*. Freeway volumes were obtained from Caltrans. Under Existing Conditions, the freeway segments surrounding the San Ysidro Community operate at acceptable LOS C or better during peak hours.

**TABLE 5.2-5**
**EXISTING CONDITIONS SUMMARY OF ROADWAY SEGMENT VOLUMES AND LOS**

| Roadway Segment | Roadway Classification [a] | LOS E Capacity | ADT [b] | V/C Ratio [c] | LOS |
|---|---|---|---|---|---|
| Beyer Blvd | | | | | |
| SR-905 WB Off-Ramp to Dairy Mart Rd | 4-Lane Collector | 30,000 | 16,371 | 0.546 | C |
| Dairy Mart Rd to Del Sur Blvd | 4-Lane Collector (no TWLT*) | 15,000 | 8,260 | 0.551 | C |
| Del Sur Blvd to Cottonwood Rd* | 4-Lane Collector (no TWLT) | 15,000 | 7,560 | 0.504 | C |
| Cottonwood Rd to W. Park Ave* | 4-Lane Collector (no TWLT) | 15,000 | 10,046 | 0.67 | D |
| W. Park Ave to E. Beyer Blvd* | 4-Lane Collector | 30,000 | 7,511 | 0.25 | A |
| Otay Mesa Road | | | | | |
| North of Beyer Blvd | 2-Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 5,440 | 0.68 | D |
| E. Beyer Blvd | | | | | |
| Beyer Blvd to E. San Ysidro Blvd | 2-Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 2,734 | 0.342 | B |
| Del Sur Blvd | | | | | |
| SR-905 EB Ramps to Beyer Blvd | 2-Lane Collector (continuous left-turn lane) | 15,000 | 1,441 | 0.096 | A |
| Smythe Ave | | | | | |
| SR-905 EB Ramps to Beyer Blvd* | 4-Lane Collector (no TWLT) | 15,000 | 7,256 | 0.484 | C |
| S. Vista Ave to Sunset Ln* | 2-Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 4,345 | 0.543 | C |
| Sunset Ln to W. San Ysidro Blvd* | 2-Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 840 | 0.105 | A |
| Dairy Mart Road | | | | | |
| Beyer Blvd to S. Vista Ln | 4-Lane Collector | 30,000 | 8,630 | 0.288 | A |
| S. Vista Ln to W. San Ysidro Blvd | 4-Lane Collector | 30,000 | 11,246 | 0.375 | B |
| W. San Ysidro Blvd to I-5 SB Ramps | 2-Lane Collector (continuous left-turn lane) | 15,000 | 17,283 | 1.152 | **F** |
| I-5 SB Ramps to Servando Ave | 3-Lane Collector | 11,250 | 14,609 | 1.299 | **F** |
| Servando Ave to Camino de la Plaza | 2-Lane Collector (no fronting property) | 10,000 | 8,771 | 0.877 | D |

**TABLE 5.2-5**
**EXISTING CONDITIONS SUMMARY OF ROADWAY SEGMENT VOLUMES AND LOS**
**(continued)**

| Roadway Segment | Roadway Classification [a] | LOS E Capacity | ADT [b] | V/C Ratio [c] | LOS |
|---|---|---|---|---|---|
| W. San Ysidro Blvd | | | | | |
| Howard Ave to Dairy Mart Rd | 2-Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 5,813 | 0.727 | D |
| Dairy Mart Rd to Sunset Ln | 4-Lane Collector (no TWLT) | 30,000 | 14,301 | 0.477 | C |
| Sunset Ln to Averil Rd | 2-Lane Collector (continuous left-turn lane) | 15,000 | 12,674 | 0.845 | D |
| Averil Rd to Symthe Ave | 2-Lane Collector (continuous left-turn lane) | 15,000 | 11,519 | 0.768 | D |
| Smythe Ave to Cottonwood Rd* | 2-Lane Collector (continuous left-turn lane) | 15,000 | 14,440 | 0.963 | **E** |
| Cottonwood Rd to Via de San Ysidro* | 2-Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 14,440 | 1.805 | **F** |
| Via de San Ysidro to W. Park Ave* | 4-Lane Major Arterial | 40,000 | 16,756 | 0.419 | B |
| E. San Ysidro Blvd | | | | | |
| W. Park Ave to I-805 SB Ramps* | 4-Lane Major Arterial | 40,000 | 23,764 | 0.594 | C |
| I-805 SB Ramps to I-805 NB Ramps | 4-Lane Major Arterial | 40,000 | 22,139 | 0.553 | C |
| I-805 NB Ramps to Border Village Rd (west) | 2-Lane Collector (continuous left-turn lane) | 15,000 | 22,509 | 1.501 | **F** |
| Border Village Rd (west) to Border Village Rd (east) | 2-Lane Collector (continuous left-turn lane) | 8,000 | 12,615 | 1.577 | **F** |
| Border Village Rd (south) to E. Beyer Blvd/Camino de la Plaza | 4-Lane Major Arterial | 40,000 | 15,820 | 0.396 | B |
| E. Beyer Blvd/Camino de la Plaza to Rail Ct. | 3-Lane Collector | 11,250 | 10,740 | 0.955 | **E** |
| Border Village Road | | | | | |
| San Ysidro Blvd to San Ysidro Blvd | 2-Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 3,228 | 0.404 | B |
| Via de San Ysidro | | | | | |
| W. San Ysidro Blvd to I-5 NB Ramps | 4-Lane Collector (no TWLT) | 15,000 | 17,064 | 1.138 | **F** |
| I-5 NB Ramps to Calle Primera | 4-Lane Collector (no TWLT) | 15,000 | 19,619 | 1.308 | **F** |

**TABLE 5.2-5**
**EXISTING CONDITIONS SUMMARY OF ROADWAY SEGMENT VOLUMES AND LOS**
**(continued)**

| Roadway Segment | Roadway Classification [a] | LOS E Capacity | ADT [b] | V/C Ratio [c] | LOS |
|---|---|---|---|---|---|
| Calle Primera | | | | | |
| West of Via de San Ysidro | 2-Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 3,224 | 0.403 | B |
| Rancho del Rio Estates to Via de San Ysidro | 2-Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 3,224 | 0.403 | B |
| Via de San Ysidro to Willow Rd | 2-Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 10,853 | 1.357 | **F** |
| Willow Road | | | | | |
| Calle Primera to Camino de la Plaza | 2-Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 8,690 | 1.086 | **F** |
| Bibler Dive. | | | | | |
| East of Camino de la Plaza | 2-Lane Collector (no fronting property) | 10,000 | 4,332 | 0.433 | B |
| Camino de la Plaza. | | | | | |
| Dairy Mart Rd to Bibler Dr | 4-Lane Collector | 30,000 | 8,166 | 0.272 | A |
| Bibler Dr to Willow Rd | 4-Lane Collector | 30,000 | 4,431 | 0.148 | A |
| Willow Rd to I-5 SB Ramp | 4-Lane Collector | 30,000 | 9,796 | 0.327 | A |
| I-5 SB Ramp to E. San Ysidro Blvd | 4-Lane Collector | 30,000 | 17,300 | 0.577 | C |
| Vista Lane | | | | | |
| Dairy Mart Rd to Averil Rd | 2-Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 2,371 | 0.296 | A |
| Averil Rd to Symthe Ave | 2-Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 3,660 | 0.458 | C |
| Sunset Lane | | | | | |
| W. San Ysidro Blvd to Averil Rd | 2-Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 2,695 | 0.337 | B |
| Averil Rd to Symthe Ave | 2-Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 2,410 | 0.301 | A |
| Cottonwood Road | | | | | |
| Sunset Ln to W San Ysidro Blvd* | 2-Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 3,787 | 0.473 | C |

**TABLE 5.2-5**
**EXISTING CONDITIONS SUMMARY OF ROADWAY SEGMENT VOLUMES AND LOS**
**(continued)**

| Roadway Segment | Roadway Classification [a] | LOS E Capacity | ADT [b] | V/C Ratio [c] | LOS |
|---|---|---|---|---|---|
| W. Park Ave | | | | | |
| Beyer Blvd to Seaward Ave* | 2-Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 5,301 | 0.663 | D |
| Seaward Ave to W. San Ysidro Blvd* | 1-Lane Collector | 4,000 | 3,129 | 0.782 | D |
| E. Park Ave | | | | | |
| Seaward Ave to W. San Ysidro Blvd* | 1-Lane Collector | 4,000 | 2,172 | 0.543 | C |
| Seaward Ave | | | | | |
| W. Park Ave to E. Park Ave* | 2-Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 2,469 | 0.309 | A |
| Howard Ave | | | | | |
| North of W. San Ysidro Blvd | 2-Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 4,113 | 0.514 | C |
| Avenida de la Madrid | | | | | |
| Smythe Ave to Alaquinas Dr | 2-Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 2,003 | 0.25 | A |
| Alaquinas Drive | | | | | |
| Beyer Blvd to Avenida de la Madrid* | 2-Lane Collector (Multi-family, commercial-industrial fronting) | 8,000 | 1,495 | 0.19 | A |

Notes for Table 5.2-5:
**Bold** values indicate roadway segments operating at LOS E or F.
***** Within SYHVSP area
[a] Existing roads street functional classification is based on field observations.
[b] ADT volumes for the roadway segments were provided by National Data & Surveying Services and True Counts and measured in 2007, 2008, and 2010.
[c] The v/c ratio is calculated by dividing the ADT volume by each respective roadway segment's capacity.
TWLT = two-way left turn

**TABLE 5.2-6**
**EXISTING CONDITIONS SUMMARY OF INTERSECTION ANALYSIS**

| Intersection | | Traffic Control | Peak-Hour | Existing | |
|---|---|---|---|---|---|
| | | | | Delay [(a)] | LOS [(b)] |
| 1 | Beyer Blvd & Iris Ave/SR-905 WB Ramps | Signal | AM | 24.3 | C |
| | | | PM | 54.9 | D |
| 2 | Beyer Blvd & Dairy Mart Rd/SR-905 Ramps | Signal | AM | 30.8 | C |
| | | | PM | 126.9 | **F** |
| 3 | Beyer Blvd & Del Sur Blvd | Signal | AM | 8.5 | A |
| | | | PM | 13.2 | B |
| 4* | Smythe Crossing & Beyer Blvd | One-Way Stop | AM | 11.4 | B |
| | | | PM | 23.8 | C |
| 5* | Beyer Blvd & Smythe Ave | Signal | AM | 18.7 | B |
| | | | PM | 12.3 | B |
| 6* | W. Park Ave/Alaquinas Dr & Beyer Blvd | Signal | AM | 19.4 | B |
| | | | PM | 19.8 | B |
| 7 | East Beyer Blvd/Otay Mesa Rd & Beyer Blvd | Signal | AM | 23.1 | C |
| | | | PM | 16.5 | B |
| 8 | Picador Blvd & SR-905 WB On-ramp/SR-905 WB Off-ramp | Signal | AM | 15.9 | B |
| | | | PM | 16.0 | B |
| 9 | Smythe Ave/Picador Blvd & SR-905 EB Off-ramp/SR-905 EB On-ramp | Signal | AM | 12.9 | B |
| | | | PM | 18.9 | B |
| 10 | Dairy Mart Rd & Vista Ln | One-Way Stop | AM | 14.7 | B |
| | | | PM | 17.0 | C |
| 11 | Averil Rd & Vista Ln | All-Way Stop | AM | 7.8 | A |
| | | | PM | 7.7 | A |
| 12* | Smythe Ave & Vista Ln | One-Way Stop | AM | 11.5 | B |
| | | | PM | 11.5 | B |
| 13* | Sunset Ln & Vista Ln | One-Way Stop | AM | 8.7 | A |
| | | | PM | 9.8 | A |
| 14 | Averil Rd & Sunset Ln | All-Way Stop | AM | 10.3 | B |
| | | | PM | 8.6 | A |
| 15* | Smythe Ave & Sunset Ln | All-Way Stop | AM | 11.9 | B |
| | | | PM | 7.6 | A |
| 16* | W. Park Ave & Seaward Ave | All-Way Stop | AM | 11.3 | B |
| | | | PM | 8.6 | A |
| 17* | E. Park Ave & Seaward Ave | All-Way Stop | AM | 11.1 | B |
| | | | PM | 8.1 | A |
| 18 | W. San Ysidro Blvd & Howard Ave | All-Way Stop | AM | 15.1 | C |
| | | | PM | 9.4 | A |
| 19 | Dairy Mart Rd & W. San Ysidro Blvd | Signal | AM | 19.2 | B |
| | | | PM | 28.3 | C |
| 20 | I-5 NB Ramps & W. San Ysidro Blvd | Signal | AM | 15.6 | B |
| | | | PM | 42.4 | D |

**TABLE 5.2-6**
**EXISTING CONDITIONS SUMMARY OF INTERSECTION ANALYSIS**
**(continued)**

| Intersection | | Traffic Control | Peak-Hour | Existing | |
|---|---|---|---|---|---|
| | | | | Delay [a] | LOS [b] |
| 21 | W. San Ysidro Blvd & Sunset Ln | One-Way Stop | AM | 14.6 | B |
| | | | PM | 17.8 | C |
| 22 | W. San Ysidro Blvd & Averil Rd | All-Way Stop | AM | 12.0 | B |
| | | | PM | 26.5 | D |
| 23* | W. San Ysidro Blvd & Smythe Ave | Two-Way Stop | AM | 12.3 | B |
| | | | PM | 14.8 | B |
| 24* | Cottonwood Rd & W. San Ysidro Blvd | Signal | AM | 6.5 | A |
| | | | PM | 7.3 | A |
| 25* | Via de San Ysidro & W. San Ysidro Blvd | Signal | AM | 13.4 | B |
| | | | PM | 36.0 | D |
| 26* | W. San Ysidro Blvd/E. San Ysidro Blvd & W. Park Ave | One-Way Stop | AM | 11.1 | B |
| | | | PM | 14.1 | B |
| 27* | E. San Ysidro Blvd/W. San Ysidro Blvd & E. Park Ave | Two-Way Stop | AM | 9.0 | B |
| | | | PM | 10.3 | B |
| 28 | I-805 SB Ramps & E. San Ysidro Blvd | Signal | AM | 17.1 | B |
| | | | PM | 23.6 | C |
| 29 | I-805 NB Ramps & E. San Ysidro Blvd | Signal | AM | 13.8 | B |
| | | | PM | 16.5 | B |
| 30 | Border Village Rd (W) & E. San Ysidro Blvd | Signal | AM | 17.4 | B |
| | | | PM | 15.7 | B |
| 31 | Border Village Rd (E) & E. San Ysidro Blvd | Signal | AM | 8.6 | A |
| | | | PM | 15.6 | B |
| 32 | Camino de la Plaza/E. Beyer Blvd & E. San Ysidro Blvd | Signal | AM | 18.8 | B |
| | | | PM | 26.5 | C |
| 33 | I-5 NB Ramp & E. San Ysidro Blvd | Signal | AM | 9.4 | A |
| | | | PM | 12.6 | B |
| 34 | Via de San Ysidro & I-5 NB Ramps | One-Way Stop | AM | 32.7 | D |
| | | | PM | ECL | **F** |
| 35 | Via de San Ysidro & I-5 SB off-ramp | Signal | AM | 23.6 | C |
| | | | PM | 71.9 | **E** |
| 36 | Calle Primera/Willow Rd & Via de San Ysidro | Signal | AM | 11.5 | B |
| | | | PM | 63.1 | **E** |
| 37 | Dairy Mart Rd & I-5 SB Ramps | Signal | AM | 16.2 | B |
| | | | PM | 60.7 | **E** |
| 38 | Dairy Mart Rd & Servando Ave | All-Way Stop | AM | 13.7 | B |
| | | | PM | 36.9 | **E** |
| 39 | Dairy Mart Rd & Camino de la Plaza | One-Way Stop | AM | 11.6 | B |
| | | | PM | 37.6 | **E** |
| 40 | Camino de la Plaza & Bibler Dr | Signal | AM | 11.5 | B |
| | | | PM | 12.6 | B |
| 41 | Willow Rd & Camino de la Plaza | Signal | AM | 15.4 | B |
| | | | PM | 28.6 | C |
| 42 | Camiones Way/I-5 SB Ramps & Camino de la Plaza | Signal | AM | 18.0 | B |
| | | | PM | 91.8 | **F** |

**TABLE 5.2-6**
**EXISTING CONDITIONS SUMMARY OF INTERSECTION ANALYSIS**
**(continued)**

| Intersection | | Traffic Control | Peak-Hour | Existing | |
|---|---|---|---|---|---|
| | | | | Delay [a] | LOS [b] |
| 43 | Smythe Ave & Avenida de la Madrid | Signal | AM | 20.8 | C |
| | | | PM | 24.8 | C |
| 44 | Avenida de la Madrid & Alaquinas Dr | One-Way Stop | AM | 12.7 | B |
| | | | PM | 7.8 | A |
| 45 | E. San Ysidro Blvd & Center St | One-Way Stop | AM | 11.1 | B |
| | | | PM | 18.3 | C |
| 47* | Vista Ln & Smythe Crossing | Two-Way Stop | AM | 19.1 | C |
| | | | PM | 47.0 | **E** |
| 48 | Camino de la Plaza & Virginia Ave | Two-Way Stop | AM | 12.0 | B |
| | | | PM | 27.9 | D |

Notes:
**Bold** values indicate intersections operating at LOS E or F.
***** Within SYHVSP area
[a] Delay refers to the average control delay for the entire intersection, measured in seconds per vehicle. At a two-way stop-controlled intersection, delay refers to the worst movement.
[b] LOS calculations are based on the methodology outlined in the *2000 Highway Capacity Manual* and performed using Synchro 6.0
The saturation flow rate at the intersection of Camino de la Plaza and I-5 Southbound Ramps was adjusted to replicate existing conditions when the I-5 Southbound inspection lane is open entering Mexico.
ECL= Exceeds Calculable Limit. Reported when delay exceeds 180 seconds.

**TABLE 5.2-7**
**EXISTING CONDITIONS FREEWAY SEGMENT ANALYSIS SUMMARY**

| Freeway Segment | Direction | Number of Lanes | Capacity [a] | ADT [b] | Peak-Hour Volume [c] | V/C Ratio | LOS |
|---|---|---|---|---|---|---|---|
| **AM PEAK** | | | | | | | |
| I-5 | | | | | | | |
| Camino de la Plaza to I-805 Connection | NB | 4 M + 2 A | 11,800 | 76,000 | 3,249 | 0.28 | A |
| | SB | 4 M | 9,400 | | | | |
| I-805 Connection to Via de San Ysidro | NB | 4 M | 9,400 | 40,000 | 1,722 | 0.18 | A |
| | SB | 4 M | 9,400 | | | | |
| Via de San Ysidro to Dairy Mart Rd | NB | 4 M | 9,400 | 53,000 | 2,281 | 0.24 | A |
| | SB | 4 M | 9,400 | | | | |
| Dairy Mart Rd to SR-905 Connection | NB | 4 M | 9,400 | 70,000 | 3,013 | 0.32 | A |
| | SB | 4 M | 9,400 | | | | |
| SR-905 Connection to Iris Ave | NB | 4 M | 9,400 | 105,000 | 4,520 | 0.48 | B |
| | SB | 4 M | 9,400 | | | | |

**TABLE 5.2-7**
**EXISTING CONDITIONS FREEWAY SEGMENT ANALYSIS SUMMARY**
**(continued)**

| Freeway Segment | Direction | Number of Lanes | Capacity [a] | ADT [b] | Peak-Hour Volume [c] | V/C Ratio | LOS |
|---|---|---|---|---|---|---|---|
| **AM PEAK (cont.)** | | | | | | | |
| I-805 | | | | | | | |
| I-5 Connection to San Ysidro Blvd | NB | 4 M | 9,400 | 48,000 | 2,273 | 0.24 | A |
| | SB | 4 M | 9,400 | | | | |
| San Ysidro Blvd to SR-905 Connection | NB | 4 M + 1 A | 10,600 | 58,000 | 2,746 | 0.26 | A |
| | SB | 4 M | 9,400 | | | | |
| SR-905 | | | | | | | |
| I-5 to Beyer Blvd | WB | 2 M + 1 A | 5,900 | 48,000 | 2,525 | 0.43 | B |
| | EB | 2 M + 1 A | 5,900 | | | | |
| Beyer Blvd to Picador Blvd | WB | 2 M + 1 A | 5,900 | 53,000 | 2,786 | 0.47 | B |
| | EB | 2 M + 1 A | 5,900 | | | | |
| Picador Blvd to I-805 | WB | 2 M + 1 A | 5,900 | 52,000 | 2,733 | 0.46 | B |
| | EB | 2 M + 1 A | 5,900 | | | | |
| **PM PEAK** | | | | | | | |
| I-5 | | | | | | | |
| Camino de la Plaza to I-805 Connection | NB | 4 M + 2 A | 11,800 | 76,000 | | | |
| | SB | 4 M | 9,400 | | 4,981 | 0.53 | B |
| I-805 Connection to Via de San Ysidro | NB | 4 M | 9,400 | 40,000 | | | |
| | SB | 4 M | 9,400 | | 2,621 | 0.28 | A |
| Via de San Ysidro to Dairy Mart Rd | NB | 4 M | 9,400 | 53,000 | | | |
| | SB | 4 M | 9,400 | | 3,473 | 0.37 | A |
| Dairy Mart Rd to SR-905 Connection | NB | 4 M | 9,400 | 70,000 | | | |
| | SB | 4 M | 9,400 | | 4,587 | 0.49 | B |
| SR-905 Connection to Iris Ave | NB | 4 M | 9,400 | 105,000 | | | |
| | SB | 4 M | 9,400 | | 6,881 | 0.73 | C |
| I-805 | | | | | | | |
| I-5 Connection to San Ysidro Blvd | NB | 4 M | 9,400 | 48,000 | | | |
| | SB | 4 M | 9,400 | | 2,515 | 0.3 | A |
| San Ysidro Blvd to SR-905 Connection | NB | 4 M + 1 A | 10,600 | 58,000 | | | |
| | SB | 4 M | 9,400 | | 3,039 | 0.3 | A |
| SR-905 | | | | | | | |
| I-5 to Beyer Blvd | WB | 2 M + 1 A | 5,900 | 48,000 | | | |
| | EB | 2 M + 1 A | 5,900 | | 2,842 | 0.5 | B |
| Beyer Blvd to Picador Blvd | WB | 2 M + 1 A | 5,900 | 53,000 | | | |
| | EB | 2 M + 1 A | 5,900 | | 3,138 | 0.5 | B |
| Picador Blvd to I-805 | WB | 2 M + 1 A | 5,900 | 52,000 | | | |
| | EB | 2 M + 1 A | 5900.0 | | 3,079 | 0.5 | B |

Notes:
**Bold** values indicate freeway segments operating at LOS E or F.

**d. Alternative Transportation**

**Rail and Bus**

Nearly 50 miles of light-rail ~~trolley~~Trolley lines circle downtown San Diego and connect with surrounding communities (e.g., East County, Old Town, South Bay, Mission Valley, Qualcomm Stadium) and the international border with Mexico. Currently, the San Diego Trolley, operated by MTS, provides three different lines serving the City. Access to and within the proposed SYCPU area is provided by the Blue Line of the San Diego Trolley (Blue Line). The Blue Line travels from the San Ysidro Transit Center at the international border with Mexico to America Plaza located in downtown San Diego, roughly paralleling I-5. It traverses through the downtown ~~area~~San Diego before heading north to America Plaza.

The San Ysidro community is well-served by transit. A variety of public and private mass transit options are available, including MTS ~~trolley~~Trolley and bus services, and privately-operated intercity buses. The Blue Line is a major transportation facility in the San Ysidro community, extending diagonally through the SYCPU area. The San Ysidro Transit Center Trolley Station is the busiest station on the 53-mile ~~trolley~~Trolley light rail system, with over 17,000 passenger loadings (boarding and disembarking per day in 2014. The Blue Line also has a stop at the Beyer Boulevard Trolley Station located within the San Ysidro community. An additional station is located just north of the community at the Iris Avenue Transit Center.

Two MTS bus routes (906 and 907) serve the community with stops along Beyer Boulevard, Cottonwood Road, San Ysidro Boulevard, Camino de la Plaza, Willow Road, Calle Primera, and Howard Avenue.

An intercity bus station is located on East San Ysidro Boulevard just south of Camino de la Plaza. The privately operated intercity bus system connects San Ysidro with locations throughout the United States, Canada, and Mexico.

**Bicycle**

Bikeways in San Diego are categorized as Class I (bike path), Class II (bike lane), or Class III (bike route). The existing bicycle system in the SYCPU area is limited, and affects the connectivity and accessibility to connect the major attractors within the community. There are two pedestrian/Class I facilities: an overcrossing of I-5 at Willow Road, and an overcrossing of I-805 parallel to South Vista Avenue at East Beyer Boulevard. Three roadways are classified as Class II bicycle facilities: Dairy Mart Road between Beyer Boulevard and West San Ysidro Boulevard, Smythe Avenue between SR-905 and Beyer Boulevard, and Camino de la Plaza from Dairy Mart Road to I-5 SB ramps. Beyer Boulevard and East Beyer Boulevard are classified as Class III bicycle facilities.

**Pedestrian**

The City's Pedestrian Master Plan includes San Ysidro, and walking is an important mode of travel in the San Ysidro community. The East San Ysidro Boulevard and I-5 northbound ramp at the POE is one of the most pedestrian-used intersections within the City of San Diego. However, sidewalks and pedestrian facilities are inadequate on higher pedestrian and vehicular volume streets, and the

major freeways and rail line within the SYCPU area create barriers to pedestrian connectivity. Also, the existing pedestrian bridges over I-805 and I-5 are not well-integrated with nearby land uses.

#### 5.2.1.2 SYHVSP

The circulation network within the SYHVSP was studied in the TIS with the rest of the SYCPU area; a separate study was not created for the SYHVSP area. Discussion in the TIS relevant to the SYHVSP is summarized below.

**a. Local Circulation Network**

**Roadway and Freeway Segments**

Nine of the roadways studied in the TIS have segments within the boundaries of the SYHVSP. These roadways are denoted by an asterisk on Table 5.2-5. The eastern three segments of Beyer Boulevard and W. San Ysidro Boulevard are within the SYHVSP, as are all segments of Smythe Avenue, Cottonwood Road, W. Park Avenue, E. Park Avenue, Seaward Avenue, and Alaquinas Drive. The westernmost segment of E. San Ysidro Boulevard is within the SYHVSP. There are no freeway segments or freeway ramps within the boundaries of the SYHVSP. Roadways are described in Section 5.2.1.1a.

**Intersections**

As noted by asterisks in Table 5.2-1, 14 of the 48 intersections studied in the TIS are within the boundaries of the SYHVSP, four of which have traffic signals. Ten of the other intersections are stop sign controlled. The following 14 intersections are in the SYHVSP:

4. Smythe Crossing & Beyer Boulevard
5 Beyer Blvd & Smythe Avenue
6. W. Park/Alaquinas Drive & Beyer Boulevard
12 Smythe Avenue & Vista Lane
13. Sunset Lane & Vista Lane
15. Smythe Avenue & Sunset Lane
16. W. Park Avenue & Seaward Avenue
17. E. Park Avenue & Seaward Avenue
23. W. San Ysidro Boulevard & Smythe Avenue
24. Cottonwood Road & W. San Ysidro Boulevard
25. Via de San Ysidro & W. San Ysidro Boulevard
26. W. San Ysidro Boulevard/E. San Ysidro Boulevard & W. Park Avenue
27. E. San Ysidro Boulevard/W. San Ysidro Boulevard & E. Park Avenue
47. Vista Lane & Smythe Crossing

**b. Level of Service Criteria**

**Roadway Segments**

As noted in Section 5.2.1.1 b, Table 5.2-2 presents the roadway segment capacity and LOS standards used to analyze roadway segments in the TIS for the SYCPU. These criteria apply to the roadway segments within the SYHVSP.

**Intersections**

As noted in Section 5.2.1.1 b, the criteria for the various levels of service designations for signalized and unsignalized intersections are given in Table 5.2-3. These criteria apply to the intersections within the SYHVSP.

**c. Existing Traffic Volumes**

**Roadway Segments**

Existing volumes and LOS on the roadway segments in the SYCPU area under Existing Conditions for a typical weekday are shown in Table 5.2-5. As shown in the table, based on planning-level analysis using ADT volumes, it is estimated that all roadway segments function at an acceptable LOS D or better in the SYHVSP area, which are noted with an asterisk, except for the segments listed below. The following segments have volumes near or above their existing capacity, resulting in periods of congestion:

- West San Ysidro Boulevard between Smythe Avenue and Cottonwood Road (LOS E); and
- West San Ysidro Boulevard between Cottonwood Road and Via de San Ysidro (LOS F).

**Intersections**

Existing delays and LOS for the intersections in the SYCPU area under Existing Conditions are shown in Table 5.2-6. All intersections in the SYHVSP area, which are noted with an asterisk, currently operate at LOS D or better during both peak periods, except for the following intersection:

47. Vista Lane & Smythe Crossing (LOS E during the afternoon peak-hour)

**d. Alternative Transportation**

Much of the discussion of alternative transportation for the entire SYCPU in Section 4.2.1.1d also applies to the SYHVSP. The Blue Line extends diagonally through the SYHVSP area, and the ~~trolley~~Trolley stop at the Beyer Boulevard Trolley Station is located within the SYHVSP. Bus routes 906 and 907 stop along Beyer Boulevard, Cottonwood Road, and San Ysidro Boulevard within the SYHVSP. The bicycle/pedestrian overcrossing of I-5 at Willow Road, and bicycle/pedestrian overcrossing of I-805 parallel to South Vista Avenue at East Beyer Boulevard extend into the SYHVSP. The southern end of the Class II bicycle facility on Smythe Avenue between SR-905 and Beyer Boulevard is within the SYHVSP.

### 5.2.1.3 Regulatory Framework

**General Plan Mobility Element**

The Mobility Element of the General Plan (City of San Diego 2008a) addresses the necessary components of a balanced and efficient transportation network, including regional cooperation, congestion management strategies, and transportation choices. In keeping with the City of Villages Strategy, this element of the General Plan contains goals and policies to target growth into mixed-use villages that are pedestrian friendly and linked to the transit system. Tools or strategies such as pedestrian improvements and traffic calming measures are illustrated to help create a vision for smart growth and walkable communities. The General Plan Mobility Element also contains policies to encourage the development and use of alternative transportation modes such as walking, bicycling, and transit.

**Community Plan Transportation Element**

Goals of the Adopted San Ysidro Community Plan Transportation and Circulation Element are the following:

- Develop a circulation system that provides for the smooth flow of vehicular traffic while allowing for a response to the social and economic needs of the community;
- Provide for smooth traffic flow and good accessibility to and from San Ysidro and outlying communities, including Mexico;
- Develop parking strategies that support planned land uses;
- Eliminate the barriers to pedestrian activity and enhance the pedestrian environment;
- Provide for an increased use of bicycles as a major means of transportation throughout the community; and
- Improve the mass transportation system and increase its accessibility for San Ysidro residents, visitors, and business people.

**San Diego Forward: The Regional Plan**

San Diego Forward: The Regional Plan is an update of the Regional Comprehensive Plan for the San Diego Region (RCP) and the 2050 Regional Transportation Plan/Sustainable Communities Strategy (2050 RTP/SCS), combined into one document. The Regional Plan provides a blueprint for San Diego's regional transportation system in order to effectively serve existing and projected workers and residents within the San Diego region. In addition to the 2050 RTP, the Regional Plan includes an SCS, in compliance with Senate Bill (SB) 375. The SCS aims to create sustainable, mixed-use communities conducive to public transit, walking, and biking by focusing future growth in the previously developed, western portion of the region along the major existing transit and transportation corridors. The purpose of the SCS is to help the region meet the GHG emissions reductions set by the California Air Resources Board (CARB). The Regional Plan has a horizon year of 2050, and predicts regional growth and the construction of transportation projects over this time period. The Regional Plan was adopted by the SANDAG Board on October 9, 2015.

**Bicycle Master Plan**

The 2013 update to the 2002 City of San Diego Bicycle Master Plan (BMP) presents a renewed vision closely aligned with the City's 2008 General Plan and includes a bicycle network with related bicycle projects, policies, and programs. The proposed bikeway network was developed to complement and connect with the proposed network in the 2002 BMP, the 2006 San Diego Downtown Community Plan, and the 2010 San Diego Regional Bicycle Plan. There are approximately 511 miles of existing bikeway facilities with the majority being Bike Lanes. The recommended bicycle network includes recommendations for an additional 595 miles of bicycle facilities, for a future network totaling almost 1,090 miles.

The types of projects recommended in the BMP Update include Bikeways (Class I – Bike Path, Class II – Bike Lane, Class III – Bike Route, Bicycle Boulevards, and Cycle Tracks), Bike Parking such as bike racks and on-street bike corrals, -end-of-trip facilities that may be identified as part of individual development projects, maintenance activities such as road and sign repair, bicycle signal detection installation, signage and striping for warnings and wayfinding, and multi-modal connection improvements such as providing secure bicycle parking at transit stops.

The 40 highest priority bicycle projects are identified and briefly described in the BMP Update. These projects total 63 miles of bikeways of various types located throughout the City, with segments as far south as San Ysidro Boulevard and as far north as Mira Mesa Boulevard.

The BMP Update also augments the City 2008 General Plan Mobility Element policies with additional policies to further enhance the state of bicycling in San Diego. BMP policies that could result in physical changes include Policy 8f: Support connections to regional multi-use trails such as the Bayshore Bikeway, the Coastal Rail Trail, and the San Diego River Trail.

The updated BMP identifies several new bicycle facilities for the San Ysidro community. Although the majority of the recommendations are consistent with the SYCPU Mobility Element recommendations, there are a few locations where the City's BMP may not be consistent, as noted below.

- The City's BMP also recommends Willow Road as a new Class II bicycle facility. To accommodate the new Class II bicycle facility, parking along both sides of the street would need to be removed. The proposed SYCPU recommends that instead of adding bike lanes, this corridor be classified as a Class III facility with traffic calming measures.

- The City's BMP recommends Border Village Road as a Class III facility. The proposed SYCPU recommends that a Class II buffered bike lane be provided along this segment.

- The City's BMP recommends Via de San Ysidro as a Class II facility. Due to the lack of space available to provide room for a Class II facility, a Class III facility is recommended in the SYCPU instead.

## 5.2.2 Impact Determination Thresholds

The City of San Diego has developed threshold standards to determine the significance of project impacts to intersections, roadway segments, and freeway segments. At intersections, the measurement of effectiveness (MOE) is based on allowable increases in delay. Along roadway segments and freeway segments, the MOE is based on allowable increases in the v/c ratio.

At intersections that are expected to operate at LOS E or F without the project, the allowable increase in delay is two seconds at LOS E and one second at LOS F with the addition of the project. If the addition of project traffic would cause the delay to exceed these thresholds, a significant impact would occur. Also, if the project causes an intersection that was operating at an acceptable LOS (LOS A to D) to operate at LOS E or F, this change would be considered a significant impact.

For roadway segments that are forecasted to operate at LOS E or F without the project, the allowable increase in v/c ratio with the project is 0.02 at LOS E and 0.01 at LOS F. If vehicle trips from a project cause the v/c ratio to increase by more than this ratio, a significant impact would occur. Also, if the project causes a street segment that was operating at an acceptable LOS to operate at LOS E or F, this would be considered a significant impact.

For freeway segments that are forecasted to operate at LOS E or F without the project, the allowable increase in v/c ratio is 0.01 at LOS E and 0.005 at LOS F. If vehicle trips from a project cause the v/c ratio to increase by more than these ratios, a significant impact would occur. Also, if the project causes a freeway segment that was operating at an acceptable LOS to operate at LOS E or F, this would be considered a significant impact.

If vehicle trips from a project cause a freeway ramp meter with a delay of 15 minutes per vehicle or higher to increase its delay by more than 2 minutes per vehicle, this would be considered a significant project traffic impact if the freeway segment operates at LOS E or F.

Two classes of impacts typically are measured for significance: direct impacts and cumulative impacts. Direct traffic impacts are those projected to occur at the time the proposed project becomes operational, and cumulative traffic impacts are those projected to occur at some point afterwards when additional proposed developments/projects become operational. In the case of the SYCPU, the existing condition analysis is compared to the Horizon Year condition to determine where traffic impacts would occur. As a result, impacts are considered cumulative in nature.

Table 5.2-8, *Significance Criteria for Facilities in Study Area*, shows the criteria for determining levels of significance for the different facilities in the SYCPU area.

**TABLE 5.2-8**
**SIGNIFICANCE CRITERIA FOR FACILITIES IN STUDY AREA**

| Facility | Measures of Effectiveness (MOE) | Significance Threshold [(a)] |
|---|---|---|
| Intersection | Seconds of Delay | >2.0 seconds at LOS E or<br>>1.0 second at LOS F |
| Roadway Segment | ADT, v/c Ratio | >0.02 at LOS E, or<br>>0.01 at LOS F |
| Freeway Ramp | Minutes of Delay | >2 minutes where delay >15 minutes |
| Freeway Segment | v/c Ratio | >0.01 at LOS E, or<br>>0.005 at LOS F |

Source: Kimley-Horn 2015
Source: City of San Diego Significance Determination Thresholds, page 72, January 2011.
(a) Significance threshold applies only when the type of facility operates at LOS E or F.
Notes: If a project adds any increment of delay to cause the operations of an intersection to go from LOS A through D to either LOS E or LOS F, then the project is considered to cause a significant impact.

Based on the City's Significance Determination Thresholds (City of San Diego 2011), which have been adapted to guide a programmatic analysis, a significant traffic circulation impact would occur if implementation of the proposed SYCPU would:

1. Cause any roadway intersection or segment, or freeway ramp meter or segment to exceed a threshold identified in Table 5.2-8; or

2. Decrease the percent of alternative mode trips in the City's transportation system.

## 5.2.3 Issue 1: Traffic Circulation

Would traffic associated with the proposed SYCPU or SYHVSP cause any intersections, roads, or freeway segments to exceed the City's significance thresholds?

### 5.2.3.1 SYCPU

#### a. Impacts

Future year traffic volumes were derived from the SANDAG ~~2035~~ Series 12 Traffic Forecast Model for the year 2035 and calibrated for the San Ysidro community. Impacts are based on adding the future traffic volumes to the existing roadway conditions without any of the improvements identified in the Impact Fee Study.

#### Roadway Segments

Table 5.2-9, *Horizon Year (2035) Summary of Roadway Segment Analysis*, displays the LOS analysis results for the roadway segments within the SYCPU area using their existing roadway classification and the future average daily traffic volumes. As shown in the table, the SYCPU would have a cumulative traffic related impact on 31 of the 54 roadway segments within the study area.

**Intersections**

Table 5.2-10, *Horizon Year (2035) Summary of Intersection Analysis*, displays the LOS analysis results for the study intersections using their existing lane configuration and the future peak-hour traffic volumes. As shown in the table, the SYCPU would have a cumulative traffic impact at 25 of the 48 study intersections.

**Freeway Segments**

Table 5.2-11, *Horizon Year (2035) Freeway Segment Analysis Summary*, displays the LOS analysis results for the freeway segments using their existing freeway configuration and the future peak-hour traffic volumes. As shown in the table, the traffic generated by the land use changes associated with the SYCPU would have a cumulative traffic impact along one freeway segment of I-5 (from SR-905 connection to Iris Avenue) and two SR-905 freeway segments within the study area (from Beyer Boulevard to Picador Boulevard, and from Picador Boulevard to I-805).

**TABLE 5.2-9**
**HORIZON YEAR (2035) SUMMARY OF ROADWAY SEGMENT ANALYSIS**

| Roadway Segment | Existing | | | SYCPU | | | Δ in ADT | Δ in V/C | Significant? |
|---|---|---|---|---|---|---|---|---|---|
| | ADT | V/C Ratio | LOS | ADT | V/C Ratio | LOS | | | |
| Beyer Blvd | | | | | | | | | |
| SR-905 WB Off-ramp to Dairy Mart Road | 16,371 | 0.546 | C | 21,100 | 0.703 | D | 4,729 | 0.224 | NO |
| Dairy Mart Road to Del Sur Blvd | 8,260 | 0.551 | C | 16,000 | 1.067 | F | 7,740 | 0.484 | **YES** |
| Del Sur Blvd to Cottonwood Road | 7,560 | 0.504 | C | 11,700 | 0.78 | D | 4,140 | 0.354 | NO |
| Cottonwood Road to W. Park Ave | 10,046 | 0.335 | B | 28,800 | 0.96 | E | 18,754 | 0.651 | **YES** |
| W. Park Ave to E. Beyer Blvd | 7,511 | 0.25 | A | 28,400 | 0.947 | E | 20,889 | 0.736 | **YES** |
| Otay Mesa Road | | | | | | | | | |
| North of Beyer Blvd | 5,440 | 0.68 | D | 12,000 | 1.5 | F | 6,560 | 0.547 | **YES** |
| E. Beyer Blvd | | | | | | | | | |
| Beyer Blvd to Center St | 2,734 | 0.342 | B | 17,300 | 2.163 | F | 14,566 | 0.842 | **YES** |
| Center St to E. San Ysidro Blvd | 2,734 | 0.342 | B | 9,700 | 1.213 | F | 6,966 | 0.718 | **YES** |
| Smythe Ave | | | | | | | | | |
| SR-905 EB Ramps to Beyer Blvd | 7,256 | 0.484 | C | 13,300 | 0.887 | E | 6,044 | 0.454 | **YES** |
| S. Vista Ave to Sunset Lane | 4,345 | 0.543 | C | 8,100 | 1.013 | F | 3,755 | 0.464 | **YES** |
| Sunset Lane to W. San Ysidro Blvd | 840 | 0.105 | A | 2,200 | 0.275 | A | 1,360 | 0.618 | NO |
| Dairy Mart Rd | | | | | | | | | |
| Beyer Blvd to S. Vista Lane | 8,630 | 0.288 | A | 11,800 | 0.393 | B | 3,170 | 0.269 | NO |
| S. Vista Lane to W. San Ysidro Blvd | 11,246 | 0.375 | B | 14,800 | 0.493 | C | 3,554 | 0.240 | NO |
| W. San Ysidro Blvd to I-5 SB Ramps | 17,283 | 1.152 | F | 20,000 | 1.333 | F | 2,717 | 0.136 | **YES** |
| I-5 SB Ramps to Servando Ave | | 1.299 | F | 17,700 | 1.573 | F | 3,091 | 0.175 | **YES** |
| Servando Ave to Camino de la Plaza | 8,771 | 0.877 | D | 11,600 | 1.16 | F | 2,829 | 0.244 | **YES** |

**TABLE 5.2-9**
**HORIZON YEAR (2035) SUMMARY OF ROADWAY SEGMENT ANALYSIS**
**(continued)**

| Roadway Segment | Existing | | | SYCPU | | | Δ in ADT | Δ in V/C | Significant? |
|---|---|---|---|---|---|---|---|---|---|
| | ADT | V/C Ratio | LOS | ADT | V/C Ratio | LOS | | | |
| W. San Ysidro Blvd | | | | | | | | | |
| Howard Ave to Dairy Mart Road | 5,813 | 0.727 | D | 7,400 | 0.925 | E | 1,587 | 0.214 | **YES** |
| Dairy Mart Road to Sunset Lane | 14,301 | 0.477 | C | 14,400 | 0.48 | C | 99 | 0.007 | NO |
| Sunset Lane to Averil Road | 12,674 | 0.845 | D | 13,300 | 0.887 | E | 626 | 0.047 | **YES** |
| Averil Road to Smythe Ave | 11,519 | 0.768 | D | 12,500 | 0.833 | D | 981 | 0.078 | NO |
| Smythe Ave to Cottonwood Road | 14,440 | 0.963 | E | 14,500 | 0.967 | E | 60 | 0.004 | NO |
| Cottonwood Road to Via de San Ysidro | 14,440 | 1.805 | F | 20,900 | 2.613 | F | 6,460 | 0.309 | **YES** |
| Via de San Ysidro to W. Park Ave | 16,756 | 0.419 | B | 23,200 | 0.58 | C | 6,444 | 0.278 | NO |
| E. San Ysidro Blvd | | | | | | | | | |
| W. Park Ave to I-805 SB Ramps | 23,764 | 0.594 | C | 32,900 | 0.823 | D | 9,136 | 0.278 | NO |
| I-805 SB Ramps to I-805 NB Ramps | 22,139 | 0.553 | C | 32,000 | 0.8 | D | 9,861 | 0.308 | NO |
| I-805 NB Ramps to Border Village Road (west) | 22,509 | 1.501 | F | 39,700 | 2.647 | F | 17,191 | 0.433 | **YES** |
| Border Village Road (west) to Border Village Road (east) | 12,615 | 1.577 | F | 25,100 | 3.138 | F | 12,485 | 0.497 | **YES** |
| Border Village Road (east) to E. Beyer Blvd/Camino de la Plaza | 15,820 | 0.396 | B | 37,500 | 0.938 | E | 21,680 | 0.578 | **YES** |
| E. Beyer Blvd/Camino de la Plaza to Rail Ct. | 10,740 | 0.955 | E | 16,700 | 1.484 | F | 5,960 | 0.357 | **YES** |
| Border Village Road | | | | | | | | | |
| San Ysidro Blvd to San Ysidro Blvd | 3,228 | 0.404 | B | 10,300 | 1.288 | F | 7,072 | 0.687 | **YES** |
| Via San Ysidro | | | | | | | | | |
| W. San Ysidro Blvd to I-5 NB Ramps | 17,064 | 1.138 | F | 24,500 | 1.633 | F | 7,436 | 0.304 | **YES** |
| I-5 NB Ramps to Calle Primera | 19,619 | 1.308 | F | 26,100 | 1.74 | F | 6,481 | 0.248 | **YES** |
| Calle Primera | | | | | | | | | |
| West of Rancho del Rio Estates | 3,224 | 0.403 | B | 9,000 | 1.125 | F | 5,776 | 0.642 | **YES** |
| Rancho del Rio Estates to Via de San Ysidro | 3,224 | 0.403 | B | 9,000 | 1.125 | F | 5,776 | 0.642 | **YES** |
| Via de San Ysidro to Willow Road | 10,853 | 1.357 | F | 14,900 | 1.863 | F | 4,047 | 0.272 | **YES** |

**TABLE 5.2-9**
**HORIZON YEAR (2035) SUMMARY OF ROADWAY SEGMENT ANALYSIS**
**(continued)**

| Roadway Segment | Existing | | | SYCPU | | | Δ in ADT | Δ in V/C | Significant? |
|---|---|---|---|---|---|---|---|---|---|
| | ADT | V/C Ratio | LOS | ADT | V/C Ratio | LOS | | | |
| Willow Road | | | | | | | | | |
| Calle Primera to Camino de la Plaza | 10,053 | 1.257 | F | 18,100 | 2.263 | F | 8,047 | 0.445 | **YES** |
| Bibler Drive | | | | | | | | | |
| East of Camino de la Plaza | 4,332 | 0.433 | B | 4,400 | 0.44 | B | 68 | 0.015 | NO |
| Camino de la Plaza | | | | | | | | | |
| Dairy Mart Road to Bibler Drive | 8,166 | 0.272 | A | 11,000 | 0.367 | B | 2,834 | 0.258 | NO |
| Bibler Drive to Willow Road | 4,431 | 0.148 | A | 7,200 | 0.24 | A | 2,769 | 0.385 | NO |
| Willow Road to I-5 SB Ramp | 9,796 | 0.327 | A | 18,800 | 0.627 | C | 9,004 | 0.479 | NO |
| I-5 SB Ramps to E. San Ysidro Blvd | 17,300 | 0.577 | C | 26,100 | 0.87 | E | 8,800 | 0.337 | **YES** |
| Vista Lane | | | | | | | | | |
| Dairy Mart Road to Averil Road | 2,371 | 0.296 | A | 8,400 | 1.05 | F | 6,029 | 0.718 | **YES** |
| Averil Road to Smythe Ave | 3,660 | 0.458 | C | 4,700 | 0.588 | C | 1,040 | 0.221 | NO |
| Sunset Lane | | | | | | | | | |
| W. San Ysidro Blvd to Averil Road | 2,695 | 0.337 | B | 4,700 | 0.588 | C | 2,005 | 0.427 | NO |
| Averil Road to Smythe Ave | 2,410 | 0.301 | A | 4,600 | 0.575 | C | 2,190 | 0.476 | NO |
| Cottonwood Rd | | | | | | | | | |
| Sunset Lane to W. San Ysidro Blvd | 3,787 | 0.473 | C | 8,800 | 1.1 | F | 5,013 | 0.570 | **YES** |
| W. Park Ave | | | | | | | | | |
| Beyer Blvd to Seaward Ave | 5,301 | 0.663 | D | 8,000 | 1 | F | 2,699 | 0.337 | **YES** |
| Seaward Ave to W. San Ysidro Blvd | 3,129 | 0.782 | D | 3,900 | 0.975 | E | 771 | 0.198 | **YES** |
| E. Park Ave | | | | | | | | | |
| Seaward Ave to W. San Ysidro Blvd | 2,172 | 0.543 | C | 3,300 | 0.825 | E | 1,128 | 0.342 | **YES** |
| Seaward Ave | | | | | | | | | |
| W. Park Ave to E. Park Ave | 2,469 | 0.309 | A | 4,100 | 0.513 | C | 1,631 | 0.398 | NO |
| Howard Ave | | | | | | | | | |
| North of W. San Ysidro Blvd | 4,113 | 0.514 | C | 5,800 | 0.725 | D | 1,687 | 0.291 | NO |

**TABLE 5.2-9**
**HORIZON YEAR (2035) SUMMARY OF ROADWAY SEGMENT ANALYSIS**
**(continued)**

| Roadway Segment | Existing | | | SYCPU | | | Δ in ADT | Δ in V/C | Significant? |
|---|---|---|---|---|---|---|---|---|---|
| | ADT | V/C Ratio | LOS | ADT | V/C Ratio | LOS | | | |
| Avenida de la Madrid | | | | | | | | | |
| Smythe Ave to Alaquinas Drive | 2,003 | 0.25 | A | 2,300 | 0.288 | A | 297 | 0.129 | NO |
| Alaquinas Drive | | | | | | | | | |
| Beyer Blvd to Avenida de la Madrid | 1,495 | 0.19 | A | 1,700 | 0.21 | A | 205 | 0.121 | NO |

Source: Kimley-Horn 2015

**TABLE 5.2-10**
**HORIZON YEAR (2035) SUMMARY OF INTERSECTION ANALYSIS**

| Intersection | | Peak Hour | Existing | | SYCPU | | Δ[(c)] | Significant? |
|---|---|---|---|---|---|---|---|---|
| | | | Delay [(a)] | LOS [(b)] | Delay [(a)] | LOS [(b)] | | |
| 1 | Beyer Blvd & Iris Ave/ SR-905 WB Ramps | AM | 24.3 | C | 32.7 | C | 8.4 | NO |
| | | PM | 54.9 | D | 117.0 | F | 62.1 | **YES** |
| 2 | Beyer Blvd & Dairy Mart Rd/ SR-905 Ramps | AM | 18.6 | B | 79.7 | E | 61.1 | **YES** |
| | | PM | 27.0 | C | 44.6 | D | 17.6 | NO |
| 3 | Beyer Blvd & Del Sur Blvd | AM | 8.5 | A | 11.7 | B | 3.2 | NO |
| | | PM | 13.2 | B | 18.0 | B | 4.8 | NO |
| 4* | Smythe Crossing & Beyer Blvd | AM | 11.4 | B | 13.8 | B | 2.4 | NO |
| | | PM | 23.8 | C | ECL | F | - | **YES** |
| 5* | Beyer Blvd & Smythe Ave | AM | 18.7 | B | ECL | F | - | **YES** |
| | | PM | 12.3 | B | 38.5 | D | 26.2 | NO |
| 6* | W. Park Ave/Alaquinas Dr & Beyer Blvd | AM | 19.4 | B | 160.6 | F | 141.2 | **YES** |
| | | PM | 19.8 | B | 20.7 | C | 0.9 | NO |
| 7 | East Beyer Blvd/Otay Mesa Rd & Beyer Blvd | AM | 23.1 | C | ECL | F | - | **YES** |
| | | PM | 16.5 | B | ECL | F | - | **YES** |
| 8 | Picador Blvd & SR-905 WB On-ramp/SR-905 WB Off-ramp | AM | 15.9 | B | 20.4 | C | 4.5 | NO |
| | | PM | 16.0 | B | 20.7 | C | 4.7 | NO |
| 9 | Smythe Ave/Picador Blvd & SR-905 EB Off-ramp/ SR-905 EB On-ramp | AM | 12.9 | B | 15.3 | B | 2.4 | NO |
| | | PM | 18.9 | B | 25.1 | C | 6.2 | NO |
| 10 | Dairy Mart Rd & Vista Ln | AM | 14.7 | B | 57.4 | F | 42.7 | **YES** |
| | | PM | 17.0 | C | 102.3 | F | 85.3 | **YES** |
| 11 | Averil Rd & Vista Ln | AM | 7.8 | A | 11.1 | B | 3.3 | NO |
| | | PM | 7.7 | A | 10.2 | B | 2.6 | NO |
| 12* | Smythe Ave & Vista Ln | AM | 11.5 | B | 15.0 | C | 3.5 | NO |
| | | PM | 11.5 | B | 16.5 | C | 5.0 | NO |
| 13* | Sunset Ln & Vista Ln | AM | 8.7 | A | 10.0 | B | 1.3 | NO |
| | | PM | 9.8 | A | 11.7 | B | 1.9 | NO |

**TABLE 5.2-10**
**HORIZON YEAR (2035) SUMMARY OF INTERSECTION ANALYSIS**
**(Continued)**

| Intersection | | Peak Hour | Existing | | SYCPU | | Δ[c] | Significant? |
|---|---|---|---|---|---|---|---|---|
| | | | Delay [a] | LOS [b] | Delay [a] | LOS [b] | | |
| 14 | Averil Rd & Sunset Ln | AM | 10.3 | B | 17.0 | C | 6.6 | NO |
| | | PM | 8.6 | A | 12.1 | B | 3.5 | NO |
| 15* | Smythe Ave & Sunset Ln | AM | 11.9 | B | 49.5 | E | 37.6 | **YES** |
| | | PM | 7.6 | A | 8.8 | A | 1.2 | NO |
| 16* | W. Park Ave & Seaward Ave | AM | 11.3 | B | 29.3 | D | 18.0 | NO |
| | | PM | 8.6 | A | 10.4 | B | 1.8 | NO |
| 17* | E. Park Ave & Seaward Ave | AM | 11.1 | B | 22.5 | C | 11.4 | NO |
| | | PM | 8.1 | A | 9.0 | A | 0.9 | NO |
| 18 | W. San Ysidro Blvd & Howard Ave | AM | 15.1 | C | 43.1 | E | 28.0 | **YES** |
| | | PM | 9.4 | A | 11.2 | B | 1.8 | NO |
| 19 | Dairy Mart Rd & W. San Ysidro Blvd | AM | 19.2 | B | 34.3 | C | 15.1 | NO |
| | | PM | 28.3 | C | 53.6 | D | 25.3 | NO |
| 20 | I-5 NB Ramps & W. San Ysidro Blvd | AM | 15.6 | B | 27.8 | C | 12.2 | NO |
| | | PM | 42.4 | D | 43.7 | D | 1.3 | NO |
| 21 | W. San Ysidro Blvd & Sunset Ln | AM | 14.6 | B | 17.9 | C | 3.3 | NO |
| | | PM | 17.8 | C | 21.5 | C | 3.7 | NO |
| 22 | W. San Ysidro Blvd & Averil Rd | AM | 12.0 | B | 14.2 | B | 2.2 | NO |
| | | PM | 26.5 | D | 44.1 | E | 17.7 | **YES** |
| 23* | W. San Ysidro Blvd & Smythe Ave | AM | 12.3 | B | 15.8 | C | 3.5 | NO |
| | | PM | 14.8 | B | 19.8 | C | 5.1 | NO |
| 24* | Cottonwood Rd & W. San Ysidro Blvd | AM | 6.5 | A | 11.8 | B | 5.3 | NO |
| | | PM | 7.3 | A | 23.9 | C | 16.6 | NO |
| 25* | Via de San Ysidro & W. San Ysidro Blvd | AM | 13.4 | B | 15.1 | B | 1.7 | NO |
| | | PM | 36.0 | D | 38.3 | D | 2.3 | NO |
| 26* | W. San Ysidro Blvd/ E. San Ysidro Blvd & W. Park Ave | AM | 11.1 | B | 13.3 | B | 2.2 | NO |
| | | PM | 14.1 | B | 19.5 | C | 5.4 | NO |

**TABLE 5.2-10**
**HORIZON YEAR (2035) SUMMARY OF INTERSECTION ANALYSIS**
**(Continued)**

| Intersection | | Peak Hour | Existing | | SYCPU | | Δ[c] | Significant? |
|---|---|---|---|---|---|---|---|---|
| | | | Delay [a] | LOS [b] | Delay [a] | LOS [b] | | |
| 27* | E. San Ysidro Blvd/ W. San Ysidro Blvd & E. Park Ave | AM | 9.0 | B | 10.5 | B | 1.5 | NO |
| | | PM | 10.3 | B | 13.1 | C | 2.8 | NO |
| 28 | I-805 SB Ramps & E. San Ysidro Blvd | AM | 17.1 | B | 18.2 | B | 1.1 | NO |
| | | PM | 23.6 | C | 35.4 | D | 11.8 | NO |
| 29 | I-805 NB Ramps & E. San Ysidro Blvd | AM | 13.8 | B | 16.5 | B | 2.7 | NO |
| | | PM | 16.5 | B | 60.2 | E | 43.7 | **YES** |
| 30 | Border Village Rd (W) & E. San Ysidro Blvd | AM | 17.4 | B | 14.2 | B | -3.2 | NO |
| | | PM | 15.7 | B | ECL | F | - | **YES** |
| 31 | Border Village Rd (E) & E. San Ysidro Blvd | AM | 8.6 | A | 11.4 | B | 2.8 | NO |
| | | PM | 15.6 | B | ECL | F | - | **YES** |
| 32 | Camino de la Plaza/ E. Beyer Blvd & E. San Ysidro Blvd | AM | 18.8 | B | 24.2 | C | 5.4 | NO |
| | | PM | 26.5 | C | 34.1 | C | 7.6 | NO |
| 33 | I-5 NB Ramps & E. San Ysidro Blvd | AM | 9.4 | A | 36.1 | D | 26.7 | NO |
| | | PM | 12.6 | B | ECL | F | - | **YES** |
| 34 | Via de San Ysidro & I-5 NB Ramps | AM | 32.7 | D | ECL | F | - | **YES** |
| | | PM | ECL | F | ECL | F | - | **YES** |
| 35 | Via de San Ysidro & I-5 SB Off-ramp | AM | 23.6 | C | 49.1 | D | 25.5 | NO |
| | | PM | 71.9 | E | ECL | F | - | **YES** |
| 36 | Calle Primera/Willow Rd & Via de San Ysidro | AM | 11.5 | B | ECL | F | - | **YES** |
| | | PM | 63.1 | E | ECL | F | - | **YES** |
| 37 | Dairy Mart Rd & I-5 SB Ramps | AM | 16.2 | B | 29.9 | C | 13.7 | NO |
| | | PM | 60.7 | E | ECL | F | - | **YES** |
| 38 | Dairy Mart Rd & Servando Ave | AM | 13.7 | B | 21.1 | C | 7.4 | NO |
| | | PM | 36.9 | E | 44.5 | E | 7.6 | **YES** |

**TABLE 5.2-10**
**HORIZON YEAR (2035) SUMMARY OF INTERSECTION ANALYSIS**
**(Continued)**

| Intersection | | Peak Hour | Existing | | SYCPU | | Δ[c] | Significant? |
|---|---|---|---|---|---|---|---|---|
| | | | Delay [a] | LOS [b] | Delay [a] | LOS [b] | | |
| 39 | Dairy Mart Rd & Camino de la Plaza | AM | 11.6 | B | 13.1 | B | 1.5 | NO |
| | | PM | 37.6 | E | 78.1 | F | 40.5 | **YES** |
| 40 | Camino de la Plaza & Bibler Dr | AM | 11.5 | B | 9.3 | A | -2.2 | NO |
| | | PM | 12.6 | B | 11.1 | B | -1.5 | NO |
| 41 | Willow Rd & Camino de la Plaza | AM | 15.4 | B | 27.2 | C | 11.8 | NO |
| | | PM | 28.6 | C | 55.3 | E | 26.7 | **YES** |
| 42 | Camiones Way/I-5 SB Ramps & Camino de la Plaza | AM | 18.0 | B | 21.5 | C | 3.5 | NO |
| | | PM | 91.8 | F | 99.6 | F | 7.8 | **YES** |
| 43 | Smythe Ave & Avenida de la Madrid | AM | 20.8 | C | 37.7 | D | 16.9 | NO |
| | | PM | 24.8 | C | 23.6 | C | -1.2 | NO |
| 44 | Avenida de la Madrid & Alaquinas Dr | AM | 12.7 | B | 15.2 | C | 2.5 | NO |
| | | PM | 7.8 | A | 8.2 | A | 0.4 | NO |
| 45 | E. San Ysidro Blvd & Center St | AM | 11.1 | B | 22.4 | C | 11.3 | NO |
| | | PM | 18.3 | C | ECL | F | - | **YES** |
| 47* | Vista Ln & Smythe Crossing | AM | 19.1 | C | 28.8 | D | 9.7 | NO |
| | | PM | 47.0 | E | ECL | F | - | **YES** |
| 48 | Camino de la Plaza & Virginia Ave | AM | 12.0 | B | ECL | F | - | **YES** |
| | | PM | 27.9 | D | ECL | F | - | **YES** |

Source: Kimley-Horn 2015

* Within SYHVSP area

[a] Delay refers to the average control delay for the entire intersection, measured in seconds per vehicle. At a two-way stop-controlled intersection, delay refers to the worst movement.

[b] LOS calculations are based on the methodology outlined in the 2000 Highway Capacity Manual and performed using Synchro 8

[c] Change in delay between existing and future with SYCPU.

The saturation flow rate at the intersection of Camino de la Plaza and I-5 Southbound Ramps was adjusted to replicate existing conditions when the I-5 Southbound inspection lane is open entering Mexico.

ECL= Exceeds Calculable Limit. Reported when delay exceeds 180 seconds.

**TABLE 5.2-11**
**HORIZON YEAR (2035) FREEWAY SEGMENT ANALYSIS SUMMARY**

| Freeway Segment | Direction | Number of Lanes | Capacity [a] | EXISTING | | | | SYCPU | | | | V/C Ratio Δ | Significant? |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | ADT [b] | Peak-Hour Volume | V/C Ratio | LOS | ADT [b] | Peak-Hour Volume | V/C Ratio | LOS | | |
| **Northbound** | | | | | | | | | | | | | |
| I-5 | | | | | | | | | | | | | |
| Camino de la Plaza to I-805 Connection | NB | 4 M + 2 A | 11,800 | 76,000 | 3,249 | 0 | A | 80,800 | 3,454 | 0.29 | A | 0.02 | NO |
| | SB | 4 M | 9,400 | | | | | | | | | | -- |
| I-805 Connection to Via de San Ysidro | NB | 4 M | 9,400 | 40,000 | 1,722 | 0 | A | 50,300 | 2,165 | 0.23 | A | 0.05 | NO |
| | SB | 4 M | 9,400 | | | | | | | | | | -- |
| Via de San Ysidro to Dairy Mart Rd | NB | 4 M | 9,400 | 53,000 | 2,281 | 0 | A | 70,900 | 3,052 | 0.32 | A | 0.08 | NO |
| | SB | 4 M | 9,400 | | | | | | | | | | -- |
| Dairy Mart Rd to SR-905 Connection | NB | 4 M | 9,400 | 70,000 | 3,013 | 0 | A | 83,200 | 3,581 | 0.38 | A | 0.06 | NO |
| | SB | 4 M | 9,400 | | | | | | | | | | -- |
| SR-905 Connection to Iris Ave | NB | 4 M | 9,400 | 105,000 | 4,520 | 0 | B | 149,600 | 6,440 | 0.69 | C | 0.20 | NO |
| | SB | 4 M | 9,400 | | | | | | | | | | -- |
| I-805 | | | | | | | | | | | | | |
| I-5 Connection to San Ysidro Blvd | NB | 4 M | 9,400 | 48,000 | 2273 | 0.2 | A | 50,900 | 2410 | 0.3 | A | 0.01 | NO |
| | SB | 4 M | 9,400 | | | | | | | | | | -- |
| San Ysidro Blvd to SR-905 Connection | NB | 4 M + 1 A | 10,600 | 58,000 | 2746 | 0.3 | A | 112,400 | 5322 | 0.5 | B | 0.24 | NO |
| | SB | 4 M | 9,400 | | | | | | | | | | -- |
| SR-905 | | | | | | | | | | | | | |
| I-5 to Beyer Blvd | WB | 2 M + 1 A | 5,900 | 48,000 | 2525 | 0.4 | B | 70,100 | 3687 | 0.6 | C | 0.20 | NO |
| | EB | 2 M + 1 A | 5,900 | | | | | | | | | | -- |
| Beyer Blvd to Picador Blvd | WB | 2 M + 1 A | 5,900 | 53,000 | 2786 | 0.5 | B | 94,700 | 4978 | 0.8 | D | 0.37 | NO |
| | EB | 2 M + 1 A | 5,900 | | | | | | | | | | -- |
| Picador Blvd to I-805 | WB | 2 M + 1 A | 5,900 | 52,000 | 2733 | 0.5 | B | 93,700 | 4925 | 0.8 | D | 0.37 | NO |
| | EB | 2 M + 1 A | 5,900 | | | | | | | | | | -- |
| **Southbound** | | | | | | | | | | | | | |
| I-5 | | | | | | | | | | | | | |
| Camino de la Plaza to I-805 Connection | NB | 4 M + 2 A | 11,800 | 76,000 | | | | 80,800 | | | | | -- |
| | SB | 4 M | 9,400 | | 4981 | 0.5 | B | | 5295 | 0.6 | B | 0.03 | NO |
| I-805 Connection to Via de San Ysidro | NB | 4 M | 9,400 | 40,000 | | | | 50,300 | | | | | -- |
| | SB | 4 M | 9,400 | | 2621 | 0.3 | A | | 3296 | 0.4 | A | 0.07 | NO |
| Via de San Ysidro to Dairy Mart Rd | NB | 4 M | 9,400 | 53,000 | | | | 70,900 | | | | | -- |
| | SB | 4 M | 9,400 | | 3473 | 0.4 | A | | 4646 | 0.5 | B | 0.12 | NO |

**TABLE 5.2-11**
**HORIZON YEAR (2035) FREEWAY SEGMENT ANALYSIS SUMMARY**
**(continued)**

| Freeway Segment | Direction | Number of Lanes | Capacity [a] | EXISTING | | | | SYCPU | | | | V/C Ratio Δ | Significant? |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | ADT [b] | Peak-Hour Volume | V/C Ratio | LOS | ADT [b] | Peak-Hour Volume | V/C Ratio | LOS | | |
| **Southbound (cont.)** | | | | | | | | | | | | | |
| I-5 (cont.) | | | | | | | | | | | | | |
| Dairy Mart Rd to SR-905 Connection | NB | 4 M | 9,400 | 70,000 | | | | 83,200 | | | | | -- |
| | SB | 4 M | 9,400 | | 4587 | 0.5 | B | | 5452 | 0.6 | B | 0.09 | NO |
| SR-905 Connection to Iris Ave | NB | 4 M | 9,400 | 105,000 | | | | 149,600 | | | | | -- |
| | SB | 4 M | 9,400 | | 6881 | 0.7 | C | | 9804 | 1.0 | F0 | 0.31 | **YES** |
| I-805 | | | | | | | | | | | | | |
| I-5 Connection to San Ysidro Blvd | NB | 4 M | 9,400 | 48,000 | | | | 50,900 | | | | | -- |
| | SB | 4 M | 9,400 | | 2515 | 0.3 | A | | 2667 | 0.3 | A | 0.02 | NO |
| San Ysidro Blvd to SR-905 Connection | NB | 4 M + 1 A | 10,600 | 58,000 | | | | 112,400 | | | | | -- |
| | SB | 4 M | 9,400 | | 3039 | 0.3 | A | | 5890 | 0.6 | C | 0.30 | NO |
| SR-905 | | | | | | | | | | | | | |
| I-5 to Beyer Blvd | WB | 2 M + 1 A | 5,900 | 48,000 | | | | 70,100 | | | | | -- |
| | EB | 2 M + 1 A | 5,900 | | 2842 | 0.5 | B | | 4150 | 0.7 | C | 0.22 | NO |
| Beyer Blvd to Picador Blvd | WB | 2 M + 1 A | 5,900 | 53,000 | | | | 94,700 | | | | | -- |
| | EB | 2 M + 1 A | 5,900 | | 3138 | 0.5 | B | | 5607 | 1.0 | E | 0.42 | **YES** |
| Picador Blvd to I-805 | WB | 2 M + 1 A | 5,900 | 52,000 | | | | 93,700 | | | | | -- |
| | EB | 2 M + 1 A | 5,900 | | 3079 | 0.5 | B | | 5548 | 0.9 | E | 0.42 | **YES** |

Source: Kimley-Horn 2015
Notes:
(a) The capacity is calculated as 2,350 ADT per lane and 1,200 ADT per auxiliary lane
(b) Traffic volumes provided by Caltrans. For ADT volumes, the numbers correspond to the year 2009.

### b. Significance of Impacts

#### Roadway Segments

Full implementation of the SYCPU would have a significant impact at 31 roadway segments. The impacts at these roadway segments would occur because the LOS would degrade to an unacceptable E or F, or because the v/c ratio increase would exceed the allowable threshold at a location operating at LOS E or F. These impacts would be cumulatively significant.

#### Intersections

Full implementation of the SYCPU would have a significant impact at 25 intersections. The impacts at these intersections would occur because the LOS would degrade to an unacceptable E or F, or the increase in delay would exceed the allowable threshold. These impacts would be cumulatively significant.

#### Freeway Segments

Full implementation of the SYCPU would have a significant impact at three freeway segments. The impacts at the freeway segments along I-5 and SR-905 would occur because the LOS would degrade to an unacceptable LOS in Horizon Year conditions from acceptable LOS in existing conditions. These impacts would be cumulatively significant.

### c. Mitigation Framework

At the program-level, impacts would be reduced through the identification of necessary roadway, intersection and freeway improvements. Mitigation or construction of these improvements would be carried out at the project-level via the IFS, capital improvement projects, Caltrans projects, and through development funds.

The TIS identified improvements that would mitigate or reduce roadway segment and intersection impacts. The improvements that are ultimately recommended as part of the SYCPU are included in the IFS. These improvements can be found in Tables 5.2-12, *Road segment Improvements (Included In Impact Fee Study),* and 5.2-13, *Intersection Improvements (Included In Impact Fee Study)*. In other cases, improvements that would mitigate or reduce vehicular impacts were not recommended as part of the SYCPU in order to maintain consistency with the overall mobility vision and other policies of the SYCPU. These improvements can be found in Tables 5.2-14, *Road segment Improvements (Not Included In Impact Fee Study),* and 5.2-15, *Intersection Improvements (Not Included In Impact Fee Study).*

Improvements identified in the San Diego Association of Government (SANDAG) Regional Plan would mitigate or reduce all freeway segment impacts identified in the SYCPU.

**TABLE 5.2-12**
**ROAD SEGMENT IMPROVEMENTS**
**(Included In Impact Fee Study)**

| Mitigation Measure Number | Road Segment | Improvement |
|---|---|---|
| Beyer Blvd | | |
| TRF-1 | Cottonwood Road to West Park Avenue | Widen the roadway to a 4-lane major arterial and install a raised median. |
| TRF-2 | West Park Avenue to East Beyer Blvd | Widen the roadway to a 4-lane major arterial and install a raised median. |
| Smythe Avenue | | |
| TRF-3 | SR-905 Eastbound Ramp to Beyer Blvd | Restripe the roadway to a 4-lane collector with a continuous two–way, left-turn lane. |
| TRF-4 | South Vista Avenue to Sunset Lane | Restripe the roadway to a 2-lane collector with a continuous two-way, left-turn lane. |
| Dairy Mart Road | | |
| TRF-5 | West San Ysidro Blvd to I-5 Southbound Ramps | Widen the roadway to a 4-lane collector. |
| TRF-6 | I-5 SB Ramps to Servando Avenue | Widen the roadway to a 4-lane collector. |
| TRF-40 | Servando Avenue to Camino de la Plaza | Construct a raised median. |
| East San Ysidro Blvd | | |
| TRF-7 | Border Village Road (east) to East Beyer Blvd/ Camino de la Plaza | Widen the roadway to a 5-lane major arterial and install a raised median. |
| TRF-8 | East Beyer Blvd/Camino de la Plaza to Rail Ct. | Widen the roadway to a 4-lane major arterial and install a raised median. |
| Via de San Ysidro | | |
| TRF-9 | West San Ysidro Blvd to I-5 NB Ramps | Restripe the roadway to a 4-lane collector with a continuous two-way, left-turn lane. |
| Calle Primera | | |
| ~~TRF-10~~ | ~~West of Rancho del Rio Estates~~ | ~~Widen the roadway to a 3-lane collector.~~ |
| TRF-11 | Rancho del Rio Estates to Via de San Ysidro | Widen the roadway to a 3-lane collector. |
| Camino de la Plaza | | |
| TRF-12 | I-5 SB Ramp to East San Ysidro Blvd | Widen the roadway to a 4-lane major arterial and install a raised median. |

**TABLE 5.2-13**
**INTERSECTION IMPROVEMENTS**
**(Included In Impact Fee Study)**

| Mitigation Measure Number | Intersection | Improvement |
|---|---|---|
| TRF-13 | Beyer Blvd and Iris Avenue/ SR-905 WB Ramps | Realign west leg of intersection to the north accommodate an exclusive EB left-turn lane. |
| TRF-14 | Beyer Blvd and Dairy Mart Road/SR 905 EB Ramps | Restripe WB right-turn lane into a WB through/right-turn lane. |
| TRF-15 | Smythe Crossing and Beyer Blvd | Install traffic signal. (High Priority CIP) |
| TRF-16 | Beyer Blvd and Smythe Avenue | Install an exclusive WB right-turn lane, a SB left-turn lane and WB right-turn overlap phase. |
| TRF-17 | W. Park Avenue/Alaquinas Drive and Beyer Blvd | Install an additional SB left-turn lane and an exclusive NB right-turn lane. |
| TRF-18 | Dairy Mart Road and South Vista Lane | Install traffic signal. |
| TRF-19 | Smythe Avenue and Sunset Lane | Remove segment of Sunset Lane between South Vista Avenue and Smythe Avenue and close intersection of Sunset and Vista Lane. |
| TRF-20 | West San Ysidro Blvd and Howard Avenue | Install single lane roundabout. |
| TRF-21 | West San Ysidro Blvd and Averil Road | Install single lane roundabout or signalize. (High Priority CIP) |
| TRF-22 | East San Ysidro Blvd and I-805 NB Ramps | Install an additional WB right-turn lane. |
| TRF-23 | Border Village (south) and E. San Ysidro Blvd | Install a free NB right-turn lane. |
| TRF-24- | I-5 NB Ramp and E. San Ysidro Blvd | Install a new on-ramp to the I-805 freeway. |
| TRF-25 | Via de San Ysidro and I-5 NB Ramps | Install traffic signal. |
| TRF-26 | Via de San Ysidro and I-5 SB Ramp/Calle Primera | Relocate existing I-5 SB off-ramp west of Via de San Ysidro. Install roundabouts. (High Priority CIP) |
| TRF-27 | Calle Primera/Willow Road and Via de San Ysidro | |
| TRF-28 | Dairy Mart Road and I-5 SB Ramps | Install an additional EB left-turn lane. |
| TRF-29 | Dairy Mart Road and Servando Avenue | Install traffic signal. |
| TRF-30 | Dairy Mart Road and Camino de la Plaza | Install traffic signal. |
| TRF-31 | Willow Road and Camino de la Plaza | Provide an exclusive WB right-turn lane and add split signal timing phasing for NB and SB movements. |
| TRF-32 | Camino de la Plaza and I-5 SB ramps | Provide additional lanes for the southbound ramps |

**TABLE 5.2-13**
**INTERSECTION IMPROVEMENTS**
**(Included In Impact Fee Study)**
**(Continued)**

| Mitigation Measure Number | Intersection | Improvement |
|---|---|---|
| TRF-33 | East San Ysidro Blvd and Center Street | Relocate I-805 SB off-ramp to align with Center Street. |
| TRF-34 | Vista Lane and Smythe Crossing | Install traffic signal. |
| TRF-35 | Camino de la Plaza and Virginia Avenue | Install traffic signal and provide a second WB left-turn lane. |

**TABLE 5.2-14**
**ROAD SEGMENT IMPROVEMENTS**
**(Not Included In Impact Fee Study)**

| Mitigation Measure Number | Road Segment | Improvement |
|---|---|---|
| TRF-36 | Beyer Blvd from Dairy Mart Road to Del Sur Blvd | Restripe the roadway to a 4-lane collector with a continuous two-way, left-turn lane. |
| TRF-37 | Otay Mesa Road from North of Beyer Blvd | Restripe the roadway to a 2-lane collector with a continuous two-way, left-turn lane. |
| TRF-38 | East Beyer Blvd from Beyer Blvd to Center Street | Widen the roadway to a 4-lane collector with no continuous two-way, left-turn lane. |
| TRF-39 | East Beyer Blvd from Center Street to East San Ysidro Blvd | Restripe the roadway to a 2-lane collector with a continuous two-way, left-turn lane. |
| ~~TRF-40~~ | ~~Dairy Mart Road from Servando Avenue to Camino de la Plaza~~ | ~~Construct a raised median.~~ |
| TRF-41 | West San Ysidro Blvd from Howard Avenue to Dairy Mart Road | Widen the roadway to a 3-lane collector. |
| TRF-42[1] | West San Ysidro Blvd from Sunset Lane to Averil Road | Widen the roadway to a 4-lane collector. |
| TRF-43 | West San Ysidro Blvd from Cottonwood Road to Via de San Ysidro | Widen the roadway to a 4-lane collector. |
| TRF-44 | East San Ysidro Blvd from I-805 NB Ramps to Border Village Road (west) | Widen the roadway to a 5-lane major arterial and install a raised median. |
| TRF-45 | East San Ysidro Blvd from Border Village Road (west) to Border Village Road (east) | Widen the roadway to a 4-lane major arterial and install a raised median. |
| TRF-46 | Border Village Road from San Ysidro Blvd to San Ysidro Blvd | Restripe the roadway to a 2-lane collector with a continuous two-way, left-turn lane. |

**TABLE 5.2-14**
**ROAD SEGMENT IMPROVEMENTS**
**(Not Included In Impact Fee Study)**
**(Continued)**

| Mitigation Measure Number | Road Segment | Improvement |
|---|---|---|
| TRF-47 | Via de San Ysidro from I-5 NB Ramps to Calle Primera | Widen the roadway to a 4-lane major arterial and install a raised median. |
| TRF-48 | Calle Primera from Via de San Ysidro to Willow Road | Widen the roadway to a 4-lane collector. |
| TRF-49 | Willow Road from Calle Primera to Camino de la Plaza | Widen the roadway to a 4-lane collector. |
| TRF-50 | Vista Lane from Dairy Mart Road to Averil Road | Restripe the roadway to a 2-lane collector with a continuous two-way, left-turn lane. |
| TRF-51 | Cottonwood Road from Sunset Lane to West San Ysidro Blvd | Restripe the roadway to a 2-lane collector with a continuous two-way, left-turn lane. |
| TRF-52[1] | West Park Avenue from Beyer Blvd to Seaward Avenue | Widen the roadway to a 3-lane collector. |
| TRF-53[1] | West Park Avenue from Seaward Avenue to West San Ysidro Blvd | Widen the roadway to a 2-lane collector. |
| TRF-54[1] | East Park Avenue from Seaward Avenue to West San Ysidro Blvd | Widen the roadway to a 2-lane collector. |
| TRF-10 | West of Rancho del Rio Estates | Widen the roadway to a 3-lane collector. |

[1] Mitigation within SYHVSP

**TABLE 5.2-15**
**INTERSECTION IMPROVEMENTS**
**(Not Included In Impact Fee Study)**

| Mitigation Measure Number | Intersection Number | Intersection | Improvement |
|---|---|---|---|
| TRF-55 | 7 | East Beyer Blvd/Otay Mesa Road and Beyer Boulevard | Install 4-lane major arterial with exclusive left- and right-turn lanes on east leg of the intersection. |
| TRF-56 | 30 | Border Village (north) and East San Ysidro Blvd | Reconfigure East San Ysidro Blvd Boulevard and Border Village Road as a one-way couplet. |

[1] These intersections are located within the SYHVSP

### d. Significance After Mitigation

### Roadway Segments

~~Implementation of all of the mitigation measures identified in Tables 5.2-12 and 5.2-14 would reduce impacts to roadway segments within the community plan area to less than significant~~.

~~However, as previously mentioned, the mitigation measures identified in Table 5.2-14 are not recommended as part of the SYCPU, as they are not consistent with the overall mobility vision and other policies of the SYCPU, and therefore are not included on the IFS. These impacts would remain significant and unmitigated. The mitigation measures identified in Table 5.2-12 are recommended as part of the SYCPU and are therefore included in the IFS. However, because full implementation of the mitigation measures included in the IFS cannot be guaranteed because the funding associated with these fees may not be adequate to fully fund the necessary improvements, and there is no guarantee that they would be constructed when needed, these impacts would remain significant and unmitigated.~~

Implementation of the improvements identified in Tables 5.2-12 and 5.2-14 of the Final PEIR would reduce impacts of the SYCPU on local roadway segments. Improvements within Tables 5.2-12 are included in the IFS, and will be implemented based on funding generated by development fees. Other improvements are identified in Tables 5.2-14. However, no identified funding sources exist because they are not included in the IFS. While implementation of the improvements identified in Tables 5.2-12 and 5.2-14 would reduce impacts on roadway segments to acceptable levels, the City cannot assure that these improvements would be implemented for one of the following three reasons. Thus, the impact of the SYCPU with respect to roadway segments is considered unavoidable.

- Full funding and construction cannot be assured at the time the improvement is needed;
- Implementation of the improvement is contrary to the overall goal of promoting smart growth and alternative forms of transportation in the community; or
- Sufficient right-of-way does not exist to construct the improvement.

Funding and Construction Timing

As discussed earlier, many of the roadway and intersection improvements are included in the IFS. While it is the City's intent to apply development impact fees and other funding sources toward constructing these improvements, the improvements would not be constructed until sufficient funds have been collected. As a result, the improvements may not be constructed coincident with the need, or may not be constructed at all, if sufficient funds are not available. Although Mitigation Measures TRF-1 through 9, 12, and 40 are included in the IFS, they are considered unable to assure mitigation due to funding and timing issues.

Smart Growth Consistency

One of the primary principles of smart growth is to encourage the use of alternative forms of transportation by discouraging reliance on the private automobile. As the improvements identified in Tables 5.2-12 and 5.2-14 would reduce traffic congestion and encourage the automobile use, several of the mitigation measures are considered inconsistent with the overall goals of the City's General Plan and SYCPU. Additionally, roadway and intersection widening could impact existing or proposed sidewalks or bicycle facilities, which will discourage walking and bicycling. As such, the following mitigation measures are considered infeasible due to policy considerations: TRF-10, 36, 37, 39, 42, 46, and 50.

Insufficient Right-of-Way

Due the degree of development adjacent to some of the improvements identified in Tables 5.2-12 and 5.2-14, construction of those improvements is considered infeasible due to the impact on the adjacent development and the high cost of acquiring additional right of way. These measures include TRF-38, 41, 43 through 45, 47, 49, and 51 through 54. Furthermore, demolition of existing buildings would generate additional environmental impacts associated with air quality, noise, GHGs, and solid waste.

**Intersections**

Implementation of the improvements identified in Tables 5.2-13 and 5.2-15 of the Final PEIR would reduce impacts of the SYCPU on local intersections. Improvements within Tables 5.2-13 are included in the IFS, and will be implemented based on funding generated by development fees. Other improvements are identified in Tables 5.2-15. However, no identified funding sources exist because they are not included in the IFS. While implementation of the improvements identified in Tables 5.2-13 and 5.2-15 would reduce impacts on roadway segments to acceptable levels, the City cannot assure that these improvements would be implemented. Insufficient right-of-way is likely to exist to accommodate Mitigation Measure 55, and Mitigation Measure TRF-56 is not considered consistent with the mobility goals. Thus, the impact of the SYCPU with respect to intersections is considered unavoidable.

~~Implementation of all of the mitigation measures identified in Tables 5.2-13 and 5.2-15 would reduce impacts to intersections within the community plan area to less than significant. However, as previously mentioned, the mitigation measures identified in Table 5.2-15 are not recommended as part of the SYCPU, as they are not consistent with the overall mobility vision and other policies of the SYCPU, and therefore are not included on the IFS. These impacts would remain significant and unmitigated. The mitigation measures identified in Table 5.2-12 are recommended as part of the SYCPU and are therefore included in the IFS. However, because full implementation of the mitigation measures included in the IFS cannot be guaranteed because the funding associated with these fees may not be adequate to fully fund the necessary improvements, and there is no guarantee that they would be constructed when needed, these impacts would remain significant and unmitigated.~~

**Freeway Segments**

Interstate 5 (I-5): SR-905 Connection to Iris Ave

SANDAG's ~~2035 Revenue Constrained Regional Transportation Plan (RTP)~~Regional Plan proposes construction of ~~managed lanes~~two managed lanes along I-5 between SR-905 and SR-54 by the year 2035. Due to the cost associated with these improvements, the resultant development impact fees that would be required to provide the improvements would make the SYCPU economically infeasible. In addition there is some uncertainty related to the actual development and associated traffic impacts that will materialize over time. Future development projects transportation studies would be able to more accurately identify individual project-level impacts, and provide the mechanism to mitigate them through fair share contribution in addition to the forecast funding planned by SANDAG and other funding sources consistent with SANDAG Revenue Constrained RTP. As a result, SYCPU significant traffic impact to this freeway segment would remain significant and unavoidable.

State Route 905 (SR-905): Beyer Blvd to Picador Blvd

SANDAG's ~~Unconstrained RTP~~Regional Plan proposes construction of four additional ~~main lines~~general purpose lanes along SR-905 between I-5 and I-805. Due to the cost associated with these improvements, the resultant development impact fees that would be required to provide the improvements would make the SYCPU economically infeasible. In addition there is some uncertainty related to the actual development, and associated traffic impacts that will materialize over time. Future development projects transportation studies would be able to more accurately identify individual project-level impacts, and provide the mechanism to mitigate them through fair share contribution in addition to the forecast funding planned by SANDAG and other funding sources consistent with SANDAG Revenue Constrained RTP. As a result, SYCPU significant traffic impact to this freeway segment would remain significant and unavoidable.

State Route 905 (SR-905): Picador Blvd to I-805

SANDAG's Unconstrained RTP and Regional Plan proposes construction of four additional ~~main lines~~general purpose lanes along SR-905 between I-5 and I-805. Due to the cost associated with these improvements, the resultant development impact fees that would be required to provide the improvements would make the SYCPU economically infeasible. In addition there is some uncertainty related to the actual development and associated traffic impacts that will materialize over time. Future development projects transportation studies would be able to more accurately identify individual project-level impacts, and provide the mechanism to mitigate them through fair share contribution in addition to the forecast funding planned by SANDAG and other funding sources consistent with SANDAG Revenue Constrained RTP. As a result, SYCPU significant traffic impact to this freeway segment would remain significant and unavoidable.

#### 5.2.3.2 SYHVSP

**a. Impacts**

**Roadway Segments**

As noted in Section 5.2.1.2a, nine of the roadways studied in the TIS have segments within the boundaries of the SYHVSP. Of the 54 total road segments in the SYCPU area studied, 16 are within the SYHVSP. As illustrated in Table 5.2-9, nine roadway segments within the SYHVSP would operate at unacceptable LOS E or F in the Horizon Year due to projected increases in traffic volumes.

**Intersections**

As noted in Section 5.2.1.2a, 14 of the 48 intersections studied in the TIS are within the boundaries of the SYHVSP. As illustrated in Table 5.2-12, five of those 14 intersections would operate at unacceptable LOS E or F in the Horizon Year.

**Freeway Segments**

As noted in Section 5.2.1.2a, there are no freeway segments or freeway ramps within the boundaries of the SYHVSP. No freeway segment impacts would occur within the SYHVSP.

**b. Significance of Impacts**

**Roadway Segments**

Full implementation of the SYCPU would result in significant impacts to nine roadway segments in the SYHVSP. The impacts to these roadway segments would occur because the LOS would degrade to an unacceptable E or F, or because the v/c ratio increase would exceed the allowable threshold at a location operating at LOS E or F. These impacts would be cumulatively significant.

**Intersections**

Full implementation of the SYCPU would result in significant impacts to five intersections within the SYHVSP. The impacts at these intersections would occur because the increase in delay would exceed the allowable threshold. These impacts would be cumulatively significant.

**c. Mitigation Framework**

As with the SYCPU, impacts to roadway segments and intersections within the SYHVSP would be reduced by improvements implemented through the IFS and/or as additional mitigation measures identified in Tables 5.2-12 through 5.2-15.

**d. Significance After Mitigation**

**Roadway Segments**

Implementation of the improvements identified in Tables 5.2-12 and 5.2-14 of the Final PEIR would reduce impacts of the on local roadway segments within the SYHVSP. Improvements within Tables 5.2-12 are included in the IFS, and will be implemented based on funding generated by development fees. Other improvements are identified in Tables 5.2-14. However, no identified funding sources exist because they are not included in the IFS. While implementation of the improvements identified in Tables 5.2-12 and 5.2-14 would reduce impacts on roadway segments to acceptable levels, the City cannot assure that these improvements would be implemented for the reasons discussed earlier. Thus, the impact of the SYHVSP with respect to roadway segments is considered unavoidable.

~~Implementation of all of the mitigation measures identified in Tables 5.2-12 and 5.2-14 would reduce impacts to roadway segments within the SYHVSP area to less than significant. However, as previously mentioned, the mitigation measures identified in Table 5.2-14 are not recommended as part of the SYCPU, as they are not consistent with the overall mobility vision and other policies of the SYCPU, and therefore are not included on the IFS. These impacts would remain significant and unmitigated. The mitigation measures identified in Table 5.2-12 are recommended as part of the SYCPU and are therefore included in the IFS. However, because full implementation of the mitigation measures included in the IFS cannot be guaranteed because the funding associated with these fees may not be adequate to fully fund the necessary improvements, and there is no guarantee that they would be constructed when needed, these impacts would remain significant and unmitigated.~~

**Intersections**

Implementation of the improvements identified in Tables 5.2-13 and 5.2-15 of the Final PEIR would reduce impacts of the on intersections within the SYHVSP. Improvements within Tables 5.2-13 are included in the IFS, and will be implemented based on funding generated by development fees. Other improvements are identified in Tables 5.2-15. However, no identified funding sources exist because they are not included in the IFS. While implementation of the improvements identified in Tables 5.2-13 and 5.2-15 would reduce impacts on intersections to acceptable levels, the City cannot assure that these improvements would be implemented for the reasons discussed earlier. Thus, the impact of the SYHVSP with respect to intersections is considered unavoidable.

~~Implementation of all of the mitigation measures identified in Tables 5.2-13 and 5.2-15 would reduce impacts to intersections within the SYHVSP area to less than significant. However, as previously mentioned, the mitigation measures identified in Table 5.2-15 are not recommended as part of the SYCPU, as they are not consistent with the overall mobility vision and other policies of the SYCPU, and therefore are not included on the IFS. These impacts would remain significant and unmitigated. The mitigation measures identified in Table 5.2-12 are recommended as part of the SYCPU and are therefore included in the IFS. However, because full implementation of the mitigation measures included in the IFS cannot be guaranteed because the funding associated with these fees may not be adequate to fully fund the necessary improvements, and there is no guarantee that they would be constructed when needed, these impacts would remain significant and unmitigated.~~

## 5.2.4 Issue 2: Alternative Transportation Modes

Would the proposed SYCPU or SYHVSP decrease the percent of alternative mode trips in the City's transportation system?

### 5.2.4.1 SYCPU

Recommended multi-modal improvements are described in the Mobility Element of the SYCPU. Recommended improvements are summarized and impacts to alternative transportation modes are evaluated below.

**a. Impacts**

**Rail and Bus**

A key focus of the R~~T~~P prepared by SANDAG is to develop an ambitious and far-reaching transit network that significantly expands the role that transit plays within the region. Vital to achieving this goal is the improvement of the current system to provide more convenient and timely bus and rail services, the implementation of new transit services to improve connections and access, the implementation of new service types to attract new riders to transit, and the enhancement of the transit customer's experience to make transit easier, safer, and more enjoyable to use. While this is a regional goal, the same focuses are applied to the local transit networks in the community of San Ysidro.

The expected growth for the San Ysidro Community would be located along Transit-oriented Development areas like the Border Village Area and the SYHVSP. Having an increased density

around established transit areas would allow for sustainable growth of the community without relying solely on the automobile as a mode of transportation.

The proposed SYCPU contains goals and policies intended to promote enhanced public transit facilities, access, connection, and service within the community. Goals of the Mobility Element include a circulation system that provides for enhanced transit throughout the border region and village areas. Mobility Element Policies 3.4.1 through 3.4.12 specifically call for improvements at bus, ~~trolley~~Trolley, and jitney stops and stations; installation of wayfinding signage to transit stations; construction of a new ITC at the border and the Virginia Avenue Intermodal Center, higher density mixed-use development around the Beyer Boulevard Trolley Station, evaluation of implementing a street car or people mover along San Ysidro Boulevard to connect the San Ysidro Historic Village area with the ITC, and implementation of bike share and car share programs.

Implementation of these policies would provide enhanced transit facilities to make public transit more accessible and closer to jobs and housing within the community. Access to existing and future transit stations and bus stops would be improved and in turn, the improved public transit would increase access to the community's major activity centers. By providing additional and enhanced transit opportunities, particularly in the higher density, mixed-used villages near existing transit services, it is anticipated that transit ridership would increase and the percentage of alternative mode trips would increase.

**Bicycle**

The proposed SYCPU contains goals and policies to develop a more connected bicycle network to promote biking as an available transportation mode within the community. Goals of the Mobility Element include a circulation system that provides for enhanced bicycle access throughout the border region and village areas. Mobility Element Policies 3.3.1 through 3.3.5 recommend provision of a continuous network of bicycle facilities that connect the community with the regional bicycle network, provision of bicycle facilities in the San Ysidro Historic Village, construction of additional bikeways in the community, implementation of traffic calming features to reduce vehicular speeds, implementation of bike and car share programs, and provision of bicycle storage facilities throughout the community. Specific new bikeways are illustrated on Figure 3-6 and would be constructed at the following locations:

- Dairy Mart Road, from West San Ysidro Boulevard to Camino de la Plaza (Class II);
- Camino de la Plaza bridge, from Camiones Way to East San Ysidro Boulevard (Class I);
- Along Blue Line Trolley, from the future ITC to the northwestern side of the SYCPU area (Class I);
- Beyer Boulevard, from Dairy Mart Road to East Beyer Boulevard (Class II);
- East and West Park Avenue, from East San Ysidro Boulevard to MTS right-of-way at Blue Trolley Line (Class I); and
- Smythe Crossing/Beyer Boulevard intersection (Class IV Cycle Track).

With these new bikeways and other bicycle facilities recommended in the Mobility Element (e.g., bike storage), the SYCPU would be provided with several more designated bikeways and associated

facilities and connections to activity centers throughout the community and within the proposed neighborhood villages.

**Pedestrian**

The proposed SYCPU contains goals and policies to promote and enhance walkability and pedestrian connectivity throughout the community. Goals of the Mobility Element include pedestrian-friendly facilities throughout the community with emphasis on the two neighborhood villages. Mobility Element Policies 3.2.1 through 3.2.14 identify specific pedestrian improvements, including sidewalk and intersection improvements at select locations (Dairy Mart Road, Smythe Crossing, San Ysidro Boulevard, the San Ysidro Historic Village, border region, and along the north side of Otay).

The following recommendations are identified in Mobility Element Policies 3.2.1 through 3.2.14 to improve the pedestrian network within San Ysidro:

- Install missing sidewalks and curb ramps and remove accessibility barriers throughout the community (undergrounding of utilities and transit shelter relocations to widen pedestrian pathways);
- Provide marked crosswalks and countdown timers at signalized intersections;
- Pedestrian improvements near transit stops and schools, including signage, lighting, crosswalks, and traffic calming measures;
- Install trees and street furnishings within village areas;
- Reconstruct and/or retrofit freeway pedestrian overcrossings with lighting and deign entrances;
- Utilize unused rail and freeway rights-of-way for landscaped pedestrian routes;
- Improve alleys within the San Ysidro Historic Village to connect commercial areas with transit;
- Install street lighting along pedestrian corridors;
- Install traffic signals at key intersections along major pedestrian corridors to facilitate pedestrian crossings;
- Provide pedestrian paths and paseos in village areas; and
- Support implementation of pedestrian connections to the hillside development to be evaluated in the future.

Provision of these additional pedestrian facilities and improvements would result in a more walkable community with defined pedestrian routes and connections between the community's activity centers, transit facilities, commercial areas, and village areas.

**b. Significance of Impacts**

**Rail and Bus**

All recommended transit improvements would create new/enhanced alternative transportation opportunities within the community. All recommendations would also improve connectivity and accessibility. Facilities planned as part of the SYCPU would increase, not decrease, the percent of alternative mode trips in the City's transportation system. Impacts to rail and bus facilities would be less than significant.

**Bicycle**

All recommended bicycle improvements would create new/enhanced active transportation opportunities within the community. All recommendations would also improve connectivity and accessibility. Facilities planned as part of the SYCPU would increase, not decrease, the percent of alternative mode trips in the City's transportation system. Impacts to bicycle facilities would be less than significant.

**Pedestrian**

All recommended pedestrian improvements would create new/enhanced active transportation opportunities within the Community. All recommendations would also improve connectivity and accessibility. Facilities planned as part of the SYCPU would increase, not decrease, the percent of alternative mode trips in the City's transportation system. Impacts to pedestrian facilities would be less than significant.

**c. Mitigation Framework**

Impacts to alternative transportation modes would be less than significant and therefore, no mitigation measures are required.

**d. Significance After Mitigation**

Impacts to alternative transportation modes would less than significant.

### 5.2.4.2 SYHVSP

Much of the discussion of alternative transportation modes for the entire SYCPU in Section 5.2.4.1 also applies to the SYHVSP.

**a. Impacts**

**Rail and Bus**

The Beyer Boulevard Trolley Station area lays within the SYHVSP area, so the benefits of transit-oriented growth, and associated transit improvements in this area would apply to the SYHVSP. Likewise, benefits would occur from the recommendations for connections between transit facilities and commercial uses, and other activity centers within the San Ysidro Historic Village.

**Bicycle**

Facilities that are recommended to complement the existing bicycle network within the SYCPU area that would benefit the SYHVSP include:

- Along Blue Line Trolley, from the future ITC to the northwestern side of the SYCPU area (Class I);
- Beyer Boulevard, from Dairy Mart Road to East Beyer Boulevard (Class I); and
- East and West Park Avenue, from East San Ysidro Boulevard to MTS right-of-way at Blue Trolley Line (Class I).

**Pedestrian**

All of the recommendations to improve the pedestrian network within San Ysidro apply to SYHVSP.

**b. Significance of Impacts**

**Rail and Bus**

All recommended transit improvements would create new/enhanced alternative transportation opportunities within the SYHVSP. All recommendations would also improve connectivity and accessibility. Facilities planned as part of the SYCPU that occur within the SYHVSP would increase, not decrease, the percent of alternative mode trips in the City's transportation system. Impacts to rail and bus facilities would be less than significant.

**Bicycle**

All recommended bicycle improvements would create new/enhanced active transportation opportunities within the SYHVSP. All recommendations would also improve connectivity and accessibility. Facilities planned as part of the SYCPU that occur within the SYHVSP would increase, not decrease, the percent of alternative mode trips in the City's transportation system. Impacts to bicycle facilities would be less than significant.

**Pedestrian**

All recommended pedestrian improvements would create new/enhanced active transportation opportunities within the SYHVSP. All recommendations would also improve connectivity and accessibility. Facilities planned as part of the SYCPU that occur within the SYHVSP would increase, not decrease, the percent of alternative mode trips in the City's transportation system. Impacts to pedestrian facilities would be less than significant.

**c. Mitigation Framework**

Impacts to alternative transportation modes within the SYHVSP would be less than significant and therefore, no mitigation measures are required.

**d. Significance After Mitigation**

Impacts to alternative transportation modes within the SYHVSP would be less than significant.

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# 5.3 AIR QUALITY

This section is based on the information and analysis presented in the Air Quality Technical Report for the SYCPU and SYHVSP, dated May 2016 (HELIX 2016a) and revised July 2016. The technical report is included in its entirety as Appendix C of this PEIR.

## 5.3.1 Existing Conditions

### 5.3.1.1 SYCPU

#### a. Climate and Meteorology

The climate in southern California, including the SDAB in which the SYCPU area is located, is controlled largely by the strength and position of the subtropical high-pressure cell over the Pacific Ocean. Areas within 30 miles of the coast experience moderate temperatures and comfortable humidity. Precipitation is limited to a few storms during the winter season. The climate of San Diego County is characterized by hot, dry summers, and mild, wet winters.

The predominant wind direction in the vicinity of Project site is from the west and the average wind speed is approximately five miles per hour (Iowa Environmental Mesonet [IEM] 2015). The annual average maximum temperature in the Project area is approximately 69 degrees Fahrenheit (ºF), and the average annual minimum temperature is approximately 54ºF. Total precipitation in the Project area averages approximately 10 inches annually. Precipitation occurs mostly during the winter and relatively infrequently during the summer (Western Regional Climate Center [WRCC] 2015).

Due to its climate, the SDAB experiences frequent temperature inversions (temperature increases as altitude increases, which is the opposite of general patterns). Temperature inversions prevent air close to the ground from mixing with the air above it. As a result, air pollutants are trapped near the ground. During the summer, air quality problems are created due to the interaction between the ocean surface and the lower layer of the atmosphere, creating a moist marine layer. An upper layer of warm air mass forms over the cool marine layer, preventing air pollutants from dispersing upward. Additionally, hydrocarbons and nitrogen dioxide ($NO_2$) react under strong sunlight, creating smog. Light, daytime winds, predominantly from the west, further aggravate the condition by driving the air pollutants inland, toward the foothills. During the fall and winter, air quality problems are created due to carbon monoxide (CO) and $NO_2$ emissions. High $NO_2$ levels usually occur during autumn or winter, on days with summer-like conditions.

#### b. Air Pollutants of Concern

**Criteria Air Pollutants**

Federal and state laws regulate air pollutants emitted into the ambient air by stationary and mobile sources. These regulated air pollutants are known as “criteria air pollutants,” and are categorized as primary and secondary standards. Primary standards are a set of limits based on human health. Another set of limits intended to prevent environmental and property damage is called secondary standards. Criteria pollutants are defined by state and federal law as a risk to the health and welfare of the general public.

The following specific descriptions of health effects for each air pollutant are based on the USEPA (2007) and CARB (2009).

**Ozone.** Ozone is considered a photochemical oxidant, which is a chemical that is formed when volatile organic compounds (VOCs) and oxides of nitrogen ($NO_X$), both by products of fuel combustion, react in the presence of ultraviolet light. Ozone is considered a respiratory irritant and prolonged exposure can reduce lung function, aggravate asthma, and increase susceptibility to respiratory infections. Children and those with existing respiratory diseases are at greatest risk from exposure to ozone.

**Carbon Monoxide.** CO is a product of fuel combustion, and the main source of CO in the SDAB is from motor vehicle exhaust. CO is an odorless, colorless gas. CO affects red blood cells in the body by binding to hemoglobin and reducing the amount of oxygen that can be carried to the body's organs and tissues. CO can cause health effects to those with cardiovascular disease, and can also affect mental alertness and vision.

**Nitrogen Dioxide.** $NO_2$ is also a by-product of fuel combustion, and is formed both directly as a product of combustion and in the atmosphere through the reaction of nitric oxide (NO) with oxygen. $NO_2$ is a respiratory irritant and may affect those with existing respiratory illness, including asthma. $NO_2$ can also increase the risk of respiratory illness.

**Respirable Particulate Matter and Fine Particulate Matter.** Respirable particulate matter, or $PM_{10}$, refers to particulate matter with an aerodynamic diameter of 10 microns or less. Fine particulate matter, or $PM_{2.5}$, refers to particulate matter with an aerodynamic diameter of 2.5 microns or less. Particulate matter in these size ranges has been determined to have the potential to lodge in the lungs and contribute to respiratory problems. $PM_{10}$ and $PM_{2.5}$ arise from a variety of sources, including road dust, diesel exhaust, fuel combustion, tire and brake wear, construction operations and windblown dust. $PM_{10}$ and $PM_{2.5}$ can increase susceptibility to respiratory infections and can aggravate existing respiratory diseases such as asthma and chronic bronchitis. $PM_{2.5}$ is considered to have the potential to lodge deeper in the lungs.

**Sulfur dioxide.** Sulfur dioxide ($SO_2$) is a colorless, reactive gas that is produced from the burning of sulfur-containing fuels such as coal and oil, and by other industrial processes. Generally, the highest concentrations of $SO_2$ are found near large industrial sources. $SO_2$ is a respiratory irritant that can cause narrowing of the airways leading to wheezing and shortness of breath. Long-term exposure to $SO_2$ can cause respiratory illness and aggravate existing cardiovascular disease.

**Lead.** Lead (Pb) in the atmosphere occurs as particulate matter. Pb has historically been emitted from vehicles combusting leaded gasoline, as well as from industrial sources. With the phase-out of leaded gasoline, large manufacturing facilities are the sources of the largest amounts of lead emissions. Pb has the potential to cause gastrointestinal, central nervous system, kidney and blood diseases upon prolonged exposure. Pb is also classified as a probable human carcinogen.

**Sulfates.** Sulfates are the fully oxidized ionic form of sulfur. In California, emissions of sulfur compounds occur primarily from the combustion of petroleum-derived fuels (e.g., gasoline and diesel fuel) that contain sulfur. This sulfur is oxidized to $SO_2$ during the combustion process and subsequently converted to sulfate compounds in the atmosphere. The conversion of $SO_2$ to sulfates takes place comparatively rapidly and completely in urban areas of California due to regional

meteorological features. The CARB's sulfates standard is designed to prevent aggravation of respiratory symptoms. Effects of sulfate exposure at levels above the standard include a decrease in ventilatory function, aggravation of asthmatic symptoms and an increased risk of cardio-pulmonary disease. Sulfates are particularly effective in degrading visibility, and due to fact that they are usually acidic, can harm ecosystems and damage materials and property.

**Hydrogen Sulfide.** Hydrogen sulfide ($H_2S$) is a colorless gas with the odor of rotten eggs. It is formed during bacterial decomposition of sulfur-containing organic substances. Also, it can be present in sewer gas and some natural gas, and can be emitted as the result of geothermal energy exploitation. Breathing $H_2S$ at levels above the standard would result in exposure to a very disagreeable odor. In 1984, a CARB committee concluded that the ambient standard for $H_2S$ is adequate to protect public health and to significantly reduce odor annoyance.

**Vinyl Chloride.** Vinyl chloride, a chlorinated hydrocarbon, is a colorless gas with a mild, sweet odor. Most vinyl chloride is used to make polyvinyl chloride (PVC) plastic and vinyl products. Vinyl chloride has been detected near landfills, sewage plants and hazardous waste sites, due to microbial breakdown of chlorinated solvents. Short-term exposure to high levels of vinyl chloride in air causes central nervous system effects, such as dizziness, drowsiness and headaches. Long-term exposure to vinyl chloride through inhalation and oral exposure causes liver damage.

**Visibility-Reducing Particles.** Visibility-reducing particles consist of suspended particulate matter, which is a complex mixture of tiny particles that consists of dry solid fragments, solid cores with liquid coatings, and small droplets of liquid. These particles vary greatly in shape, size and chemical composition, and can be made up of many different materials such as metals, soot, soil, dust, and salt. These particles in the atmosphere would obstruct the range of visibility. This standard is intended to limit the frequency and severity of visibility impairment due to regional haze.

**Toxic Air Contaminants**

The Health and Safety Code (§39655, subd. (a)) defines a toxic air contaminant (TAC) as "an air pollutant which may cause or contribute to an increase in mortality or in serious illness, or which may pose a present or potential hazard to human health." A substance that is listed as a hazardous air pollutant pursuant to subsection (b) of Section 112 of the Federal Clean Air Act (CAA) (42 United States Code Sec. 7412[b]) is a TAC. Under State law, the California Environmental Protection Agency (CalEPA), acting through CARB, is authorized to identify a substance as a TAC if it determines the substance is an air pollutant that may cause or contribute to an increase in mortality or an increase in serious illness, or that may pose a present or potential hazard to human health.

### c. Background Air Quality

The SDAPCD operates a network of ambient air monitoring stations throughout the County. The purpose of the monitoring stations is to measure ambient concentrations of the pollutants and determine whether the ambient air quality meets the state and national ambient air quality standards. The nearest ambient monitoring stations to the Project site is the Chula Vista monitoring station located at 80 East J Street. The Chula Vista monitoring station does not monitor for CO, therefore, data from the San Diego Beardsley Street station was used to represent the area's ambient CO concentrations. Air quality data are shown on Table 5.3-1, *Air Quality Monitoring Data*.

Monitoring data at the Chula Vista and San Diego-Beardsley Street stations has had acceptable levels of the criteria air pollutants CO, $NO_2$, and $PM_{2.5}$ for 2012 to 2014. Violations of the state and federal 8-hour standards for ozone occurred in 2012 and 2014. The state annual $PM_{10}$ standard was exceeded each of the three years.

**TABLE 5.3-1**
**AIR QUALITY MONITORING DATA**

| Air Pollutant | 2012 | 2013 | 2014 |
|---|---|---|---|
| Ozone | | | |
| Max 1-hour (ppm) | 0.085 | 0.073 | 0.093 |
| Days > CAAQS (0.09 ppm) | 0 | 0 | 0 |
| Max 8-hour (ppm) | 0.078 | 0.062 | 0.072 |
| Days > NAAQS (0.075 ppm) | 1 | 0 | 0 |
| Days > CAAQS (0.070 ppm) | 1 | 0 | 1 |
| Particulate Matter ($PM_{10}$) | | | |
| Max Daily ($\mu g/m^3$) | 38.0 | 40.0 | 39.0 |
| Days > NAAQS (150 $\mu g/m^3$) | 0 | 0 | 0 |
| Days > CAAQS (50 $\mu g/m^3$) | 0 | 0 | 0 |
| Annual Average ($\mu g/m^3$) | 21.5 | 29.7 | 23.4 |
| Exceed CAAQS (20 $\mu g/m^3$) | Yes | Yes | Yes |
| Particulate Matter ($PM_{2.5}$) | | | |
| Max Daily ($\mu g/m^3$) | 34.3 | 21.9 | 26.5 |
| Days > NAAQS (35 $\mu g/m^3$) | 0 | 0 | 0 |
| Annual Average ($\mu g/m^3$) | 10.2 | 9.4 | 9.2 |
| Exceed NAAQS (15 $\mu g/m^3$) | No | No | No |
| Exceed CAAQS (12 $\mu g/m^3$) | No | No | No |
| Nitrogen Dioxide ($NO_2$) | | | |
| Max 1-hour (ppm) | 0.057 | 0.057 | 0.055 |
| Days > NAAQS (0.10 ppm) | 0 | 0 | 0 |
| Days > CAAQS (0.18 ppm) | 0 | 0 | 0 |
| Annual Average (ppm) | 0.011 | 0.011 | 0.011 |
| Exceed NAAQS (0.053 ppm) | No | No | No |
| Exceed CAAQS (0.030 ppm) | No | No | No |
| Carbon Monoxide (CO) | | | |
| Max 8-hour (ppm) | 1.81 | No Data | No Data |
| Days > NAAQS (9.0 ppm) | 0 | - | - |
| Days > CAAQS (9.0 ppm) | 0 | - | - |
| Max 1-hour (ppm) | 4.4 | 3.2 | 3.5 |
| Days > NAAQS (35 ppm) | 0 | 0 | 0 |
| Days > CAAQS (20 ppm) | 0 | 0 | 0 |

Sources: CARB 2015a (www.arb.ca.gov); USEPA 2015a (http://www.epa.gov/airdata/ad_rep_con.html) (Used for 1-hour CO)
> = exceeding; ppm = parts per million; µg/m3 = micrograms per cubic meter;
Standard Mean = Annual Arithmetic Mean; No Data = Insufficient data available to determine the value.

### 5.3.1.2 SYHVSP

As the SYHVSP area is located within the SYCPU area, the existing conditions described above also apply to the SYHVSP area.

### 5.3.1.3 Regulatory Framework

Air quality is defined by ambient air concentrations of specific pollutants identified by the USEPA to be of concern with respect to health and welfare of the general public. The USEPA is responsible for enforcing the Federal CAA of 1970, and its 1977 and 1990 Amendments. The CAA required the USEPA to establish National Ambient Air Quality Standards (NAAQS), which identify concentrations of pollutants in the ambient air below which no adverse effects on the public health and welfare are anticipated. In response, the USEPA established both primary and secondary standards for several criteria pollutants, which are introduced above. Table 5.3-2, *California and National Ambient Air Quality Standards*, shows the federal and state ambient air quality standards for these pollutants.

The CAA allows states to adopt ambient air quality standards and other regulations provided they are at least as stringent as federal standards. The CARB has established the more stringent California Ambient Air Quality Standards (CAAQS) for the six criteria pollutants through the California Clean Air Act of 1988 (CCAA), and also has established CAAQS for additional pollutants, including sulfates, $H_2S$, vinyl chloride and visibility-reducing particles. Areas that do not meet the NAAQS or the CAAQS for a particular pollutant are considered to be "nonattainment areas" for that pollutant. On April 30, 2012, the SDAB was classified as a marginal nonattainment area for the 8-hour NAAQS for ozone (CARB 2015b). Effective June 3, 2016, the USEPA determined that 11 areas, including the SDAB, failed to attain the 2008 Ozone NAAQS by the applicable attainment date of July 20, 2015, and thus are reclassified as "Moderate" for the 2008 Ozone NAAQS. The SDAB is an attainment area for the NAAQS for all other criteria pollutants including $PM_{10}$ and $PM_{2.5}$. The SDAB currently falls under a national "maintenance plan" for CO, following a 1998 redesignation as a CO attainment area (SDAPCD 2010). The SDAB is currently classified as a nonattainment area under the CAAQS for ozone ~~(serious nonattainment)~~, $PM_{10}$, and $PM_{2.5}$ (CARB 2014).

The CARB is the state regulatory agency with authority to enforce regulations to both achieve and maintain the NAAQS and CAAQS. The local air district has the primary responsibility for the development and implementation of rules and regulations designed to attain the NAAQS and CAAQS, as well as the permitting of new or modified sources, development of air quality management plans, and adoption and enforcement of air pollution regulations. The SDAPCD is the local agency responsible for the administration and enforcement of air quality regulations for San Diego County.

The SDAPCD and SANDAG are responsible for developing and implementing the clean air plan for attainment and maintenance of the ambient air quality standards in the SDAB. The San Diego County Regional Air Quality Strategy (RAQS) was initially adopted in 1991, and is updated on a triennial basis. The most recent version of the RAQS was adopted by the SDAPCD in 2009. A 2016 version of the RAQS is currently under development. The local RAQS, in combination with those from all other California nonattainment areas with serious (or worse) air quality problems, is submitted to the CARB, which develops the California State Implementation Plan (SIP).

**TABLE 5.3-2**
**CALIFORNIA AND NATIONAL AMBIENT AIR QUALITY STANDARDS**

| Pollutant | Averaging Time | California Standards | Federal Standards | |
|---|---|---|---|---|
| | | | Primary[a] | Secondary[b] |
| $O_3$ | 1 Hour | 0.09 ppm (180 µg/m$^3$) | – | – |
| | 8 Hour | 0.070 ppm (137 µg/m$^3$) | 0.075 ppm (147 µg/m$^3$) | Same as Primary |
| $PM^{10}$ | 24 Hour | 50 µg/m$^3$ | 150 µg/m$^3$ | Same as Primary |
| | AAM | 20 µg/m$^3$ | – | Same as Primary |
| $PM^{2.5}$ | 24 Hour | – | 35 µg/m$^3$ | Same as Primary |
| | AAM | 12 µg/m$^3$ | 12.0 µg/m$^3$ | Same as Primary |
| CO | 1 Hour | 20 ppm (23 mg/m$^3$) | 35 ppm (40 mg/m$^3$) | – |
| | 8 Hour | 9.0 ppm (10 mg/m$^3$) | 9 ppm (10 mg/m$^3$) | – |
| | 8 Hour (Lake Tahoe) | 6 ppm (7 mg/m$^3$) | – | – |
| $NO_2$ | AAM | 0.030 ppm (57 µg/m$^3$) | 0.053 ppm (100 µg/m$^3$) | Same as Primary |
| | 1 Hour | 0.18 ppm (339 µg/m$^3$) | 0.100 ppm (188 µg/m$^3$) | – |
| $SO_2$ | 24 Hour | 0.04 ppm (105 µg/m$^3$) | – | – |
| | 3 Hour | – | – | 0.5 ppm (1,300 µg/m$^3$) |
| | 1 Hour | 0.25 ppm (655 µg/m$^3$) | 0.075 ppm (196 µg/m$^3$) | – |
| Lead | 30-day Avg. | 1.5 µg/m$^3$ | – | – |
| | Calendar Quarter | – | 1.5 µg/m$^3$ | Same as Primary |
| | Rolling 3-month Avg. | – | 0.15 µg/m$^3$ | |
| Visibility Reducing Particles | 8 hour | Extinction coefficient of 0.23 per km – visibility ≥ 10 miles ( 0.07 per km – ≥30 miles for Lake Tahoe) | **No Federal Standards** | |
| Sulfates | 24 Hour | 25 µg/m$^3$ | | |
| Hydrogen Sulfide | 1 Hour | 0.03 ppm (42 µg/m$^3$) | | |
| Vinyl Chloride | 24 Hour | 0.01 ppm (26 µg/m$^3$) | | |

Source: CARB 2013.
Note: More detailed information in the data presented in this table can be found at the CARB website (www.arb.ca.gov).
$O_3$: ozone; ppm: parts per million; µg/m$^3$: micrograms per cubic meter; $PM_{10}$: large particulate matter;
AAM: Annual Arithmetic Mean; $PM_{2.5}$: fine particulate matter; CO: carbon monoxide;
mg/m$^3$: milligrams per cubic meter; $NO_2$ nitrogen dioxide; $SO_2$: sulfur dioxide; km: kilometer; –: No Standard.

[a] National Primary Standards: The levels of air quality necessary, within an adequate margin of safety, to protect the public health.

[b] National Secondary Standards: The levels of air quality necessary to protect the public welfare from any known or anticipated adverse effects of a pollutant.

The RAQS relies on information from CARB and SANDAG, including mobile and area source emissions, as well as information regarding projected growth in the County, to project future emissions and then determine from that the strategies necessary for the reduction of emissions through regulatory controls. The CARB mobile source emission projections and SANDAG growth

projections are based on population and vehicle trends and land use plans developed by the cities and by the County as part of the development of the County's General Plan. While SANDAG collaborates with the SDAPCD on the development of the SIP, the SDAPCD is the lead agency. As such, SDAPCD is responsible for projecting all future mobile source emissions using EMFAC2014.

The SIP relies on the same information from SANDAG to develop emission inventories and emission reduction strategies that are included in the attainment demonstration for the air basin.

The current federal and state attainment status (Table 5.3-3, *Federal and State Air Quality Designation*) for San Diego County is as follows:

**TABLE 5.3-3**
**FEDERAL AND STATE AIR QUALITY DESIGNATION**

| Criteria Pollutant | Federal Designation | State Designation |
|---|---|---|
| Ozone (1-hour) | (No federal standard) | Nonattainment |
| Ozone (8-hour) | Nonattainment | Nonattainment |
| CO | Maintenance | Attainment |
| $PM_{10}$ | Unclassifiable | Nonattainment |
| $PM_{2.5}$ | Attainment | Nonattainment |
| $NO_2$ | Attainment | Attainment |
| $SO_2$ | Attainment | Attainment |
| Lead | Attainment | Attainment |
| Sulfates | (No federal standard) | Attainment |
| Hydrogen Sulfide | (No federal standard) | Unclassifiable |
| Visibility | (No federal standard) | Unclassifiable |

Source: CARB 2014 and USEPA 2015b

## 5.3.2 Significance Determination Thresholds

The City (2011) has approved guidelines for determining significance based on Appendix G.III of the State CEQA Guidelines, which provide guidance that a project would have a significant environmental impact if it would:

1. Conflict with or obstruct the implementation of the San Diego RAQS or applicable portions of the SIP;

2. Result in emissions that would violate any air quality standard or contribute substantially to an existing or projected air quality violation;

3. Result in a cumulatively considerable net increase for which the SDAB is in non-attainment of NAAQS or CAAQS;

4. Expose sensitive receptors (including, but not limited to, residences, schools, hospitals, resident care facilities, or day-care centers) to substantial pollutant concentrations; or

5. Create objectionable odors affecting a substantial number of people.

To determine whether a project would (a) result in emissions that would violate any air quality standard or contribute substantially to an existing or projected air quality violation, or (b) result in a cumulatively considerable net increase of $PM_{10}$ or exceed quantitative thresholds for ozone precursors, oxides of nitrogen and VOCs, project emissions may be evaluated based on the quantitative emission thresholds established by the SDAPCD. As part of its air quality permitting process, the SDAPCD has established thresholds in Rule 20.2 for the preparation of Air Quality Impact Assessments (AQIAs). The South Coast Air Quality Management District's (SCAQMD's) screening threshold of 55 pounds per day or 10 tons per year is being applied to this analysis as a significance threshold for $PM_{2.5}$.

For CEQA purposes, these screening criteria can be used as numeric methods to demonstrate that a project's total emissions would not result in a significant impact to air quality. The screening thresholds are included in Table 5.3-4, *Screening-level Thresholds for Air Quality Impact Analysis*.

**TABLE 5.3-4**
**SCREENING-LEVEL THRESHOLDS FOR AIR QUALITY IMPACT ANALYSIS**

| Pollutant | Total Emissions | | |
|---|---|---|---|
| Construction Emissions (Pounds per Day) | | | |
| Respirable Particulate Matter ($PM_{10}$) | 100 | | |
| Fine Particulate Matter ($PM_{2.5}$) | 55 | | |
| Oxides of Nitrogen ($NO_X$) | 250 | | |
| Oxides of Sulfur ($SO_X$) | 250 | | |
| Carbon Monoxide (CO) | 550 | | |
| Volatile Organic Compounds (VOCs) | 75 | | |
| Operational Emissions | | | |
| | **Pounds per Hour** | **Pounds per Day** | **Tons per Year** |
| Respirable Particulate Matter ($PM_{10}$) | --- | 100 | 15 |
| Fine Particulate Matter ($PM_{2.5}$) | --- | 55 | 10 |
| Oxides of Nitrogen ($NO_X$) | 25 | 250 | 40 |
| Oxides of Sulfur ($SO_X$) | 25 | 250 | 40 |
| Carbon Monoxide (CO) | 100 | 550 | 100 |
| Lead and Lead Compounds | --- | 3.2 | 0.6 |
| Volatile Organic Compounds (VOC) | --- | 75 | 13.7 |
| Toxic Air Contaminant Emissions | | | |
| Excess Cancer Risk | 1 in 1 million<br>10 in 1 million with T-BACT | | |
| Non-Cancer Hazard | 1.0 | | |

Source: SDACPD Rule 20.2 and Rule 1210.
T-BACT = Toxics Best Available Control Technology

## 5.3.3 Issue 1: Conformance to the Regional Air Quality Strategy

Would the proposed SYCPU or SYHVSP conflict with or obstruct the implementation of the San Diego RAQS or applicable portions of the SIP?

#### 5.3.3.1 SYCPU

**a. Impacts**

The RAQS outlines SDAPCD's plans and control measures designed to attain the CAAQS for ozone. In addition, the SDAPCD relies on the SIP, which includes the SDAPCD's plans and control measures for attaining the ozone NAAQS. These plans accommodate emissions from all sources, including natural sources, through implementation of control measures, where feasible, on stationary sources to attain the standards. Mobile sources are regulated by the USEPA and the CARB, and the emissions and reduction strategies related to mobile sources are considered in the RAQS and SIP.

The RAQS relies on information from CARB and SANDAG in order to project future emissions and determine the strategies necessary for the reduction of stationary source emissions through regulatory controls. The CARB mobile source emission projections and SANDAG growth projections are based on population and vehicle trends, and land use plans developed by the cities and by the County. As such, projects that propose development that is consistent with the growth anticipated by the general plans would be consistent with the RAQS. In the event that a project proposes development which is less dense than anticipated within the General Plan, the project would likewise be consistent with the RAQS. If a project proposes development that is greater than that anticipated in the General Plan and SANDAG's growth projections upon which the RAQS is based, the project would be in conflict with the RAQS and SIP, and might have a potentially significant impact on air quality. This situation would warrant further analysis to determine if the proposed project and the surrounding projects exceed the growth projections used in the RAQS for the specific sub-regional area.

The RAQS includes anticipated growth associated with the currently Adopted Community Plan. The proposed SYCPU would increase the amount of development within the SYCPU area over that which could occur under the Adopted Community Plan. The number of potential residential units would increase by ~~30~~ 81 percent. Land designated for commercial and industrial uses would increase by 7 and 2 percent, respectively.

Due to these land use changes, the SYCPU is not consistent with the RAQS, however, as discussed in the traffic impact analysis prepared for the SYCPU, the Adopted Community Plan land use designations would be expected to generate more average daily trips (ADT) than the uses that would be allowed under the proposed SYCPU (472,023 ADT compared to ~~407,233~~441.147 ADT) (Kimley-Horn 2015). Thus, while the proposed land uses under the SYCPU were not included in the emissions assumptions contained within the RAQS, the vehicle trips from the SYCPU would be less than those anticipated from the Adopted Community Plan, and would result in lower mobile source emissions. Thus, even though it was not assumed in the RAQS, the proposed SYCPU would therefore be generally consistent with the intent of the RAQS, and would not impede the goals contained within the RAQS.

Another measurement tool in determining consistency with the RAQS is to determine how a project accommodates the expected increase in population or employment. Generally, if a project is planned in a way that results in the minimization of vehicle miles traveled (VMT), both within the project and the community in which it is located, and consequently the minimization of air pollutant emissions, that aspect of the project is consistent with the RAQS. The proposed SYCPU would be consistent with the goals of the RAQS to develop compact, walkable communities close to transit

connections and consistent with smart growth principles. The SYCPU proposes to establish two pedestrian-oriented, urban, and mixed-use community villages that would reduce reliance on the automobile, and promote walking and use of alternative transportation. The SYCPU supports the multi-modal strategy of SANDAG's Regional Plan (RP) through the designation of two villages along a ~~trolley~~Trolley corridor, as well as a planned Intermodal Transit Center that would accommodate several transportation modes. Policies contained within the proposed SYCPU Land Use and Mobility Elements would serve to promote bus transit use as well as other forms of mobility, including walking and bicycling. This type of development would be consistent with the goals of the RAQS for reducing the emissions associated with new development.

**b. Significance of Impact**

As the proposed SYCPU would generate less automobile trips than the Adopted Community Plan. Furthermore, the proposed SYCPU is intended to further express General Plan policies in the proposed SYCPU area through the provision of site-specific recommendations that implement city-wide goals and policies, address community needs, and guide zoning. The two documents work together to establish the framework for growth and development in the proposed SYCPU area. The proposed SYCPU contains eight elements, each providing neighborhood-specific goals and recommendations. These goals and recommendations are consistent with development design guidelines, other mobility and civic guidelines, incentives, and programs in accordance with the general goals stated in the General Plan. As a result of these considerations, the impact of the proposed SYCPU on the RAQS would be less than significant.

**c. Mitigation Framework**

Impacts would be less than significant, no mitigation is required.

**d. Significance After Mitigation**

Impacts would be less than significant.

#### 5.3.3.2 SYHVSP

**a. Impacts**

The land uses which would occur within the SYHVSP would reflect the land use designations applied to the Specific Plan area by the SYCPU. As with the SYCPU, the land use designations within the SYHVSP would change which would create a potential inconsistency with the RAQS. However, as discussed in the traffic impact analysis prepared for the SYCPU, the Adopted Community Plan land use designations would be expected to generate more ADT than the uses that would be allowed under the proposed SYCPU (Kimley-Horn 2015). Thus, while the proposed land uses under the SYCPU were not included in the emissions assumptions contained within the RAQS, the vehicle trips from the SYCPU are less than those anticipated from the Adopted Community Plan, and would result in lower mobile source emissions. Thus, even though it was not assumed in the RAQS, the proposed SYCPU is therefore generally consistent with the intent of the RAQS, and would not impede the goals contained within the RAQS.

**b. Significance of Impact**

As the SYHVSP includes smart growth principles, the impacts of the specific plan on the RAQS would be less than significant.

**c. Mitigation Framework**

Impacts would be less than significant, No mitigation is required.

**d. Significance After Mitigation**

Impacts would be less than significant.

## 5.3.4 Issue 2: Conformance to Federal and State Ambient Air Quality Standards

Would the proposed SYCPU or SYHVSP result in emissions that would violate any air quality standard or contribute substantially to an existing or projected air quality violation?

### 5.3.4.1 SYCPU

**a. Impacts**

Future development pursuant to the SYCPU would generate criteria pollutants in the short term during construction and the long term during operation. To determine whether a project would result in emissions that would violate an air quality standard or contribute substantially to an existing or projected air quality violation, emissions from future development in accordance with the SYCPU are evaluated based on the quantitative emission thresholds established by the SDAPCD (as shown in Table 5.3-4).

**Construction**

Construction activities associated with new development under the SYCPU would result in emissions of fugitive dust from demolition and site grading activities, heavy construction equipment exhaust, and vehicle trips associated with workers commuting to and from the site and trucks hauling materials. The exact number and timing of individual development projects that would occur as a result of implementation of the SYCPU are unknown at this time; therefore, project-level emission estimates cannot be determined.

**Operation**

Operational source emissions would originate from traffic generated within or as a result of future development pursuant to the proposed SYCPU. Area source emissions would result from activities such as the use of fireplaces and consumer products. In addition, landscape maintenance activities associated with the proposed land uses would produce pollutant emissions.

SYCPU Characteristic Assumptions

Air emissions were calculated using the California Emissions Estimator Model (CalEEMod), Version 2013.2.2 (SCAQMD 2013). CalEEMod prompts the user to enter a given project's location, setting, climate zone, utility provider, operational year, and the specific land uses that will occur. For this analysis, the location was selected as San Diego County with an urban (versus suburban or rural) setting, in climate zone 13, served by SDG&E. The operational year was set to 2020.

Land Use Assumptions

For comparative purposes, air emissions were calculated for the existing land uses, and the proposed SYCPU land use plan using CalEEMod 2013.2.2. Table 5.3-5, *Existing and Future SYCPU Land Uses*, summarizes the existing and future build out land uses entered into CalEEMod (Kimley-Horn 2015).

**TABLE 5.3-5**
**EXISTING AND FUTURE SYCPU LAND USES**

| Land Use | Existing | Existing to Remain | New Development | SYCPU Total |
|---|---|---|---|---|
| Financial Institution (square feet) | 17,700 | 11,500 | - | 11,500 |
| City Park (acres) | 35.8 | 35.8 | ~~46.1~~56.4 | ~~81.9~~92.2 |
| Multi-Family Residential (dwelling units) | 4,476 | 4,479 | ~~2,930~~4,418 | ~~7,406~~8,894 |
| Convenience Market (square feet) | 2,700 | - | - | - |
| Convenience Market with Gas Pumps (pumps) | 84 | 84 | ~~-~~4 | ~~84~~88 |
| Elementary School (students) | 4,108 | 4,108 | ~~635~~1,029 | ~~4,743~~5,137 |
| Transportation (acre) | 9.8 | ~~6.7~~7.3 | - | ~~6.7~~7.3 |
| Fast Food Restaurant (square feet) | 45,400 | 44,900 | - | 44,900 |
| General Light Industry (square feet) | 1,309,800 | ~~1,281,500~~1,023,000 | - | ~~1,281,500~~1,023,000 |
| General Office Building (square feet) | 7,000 | 7,000 | - | 7,000 |
| Government (Civic Center) (square feet) | 12,900 | 6,000 | - | 6,000 |
| Government Office Building (square feet) | 317,500 | 317,500 | 48,700 | 366,200 |
| High School (square feet) | 37,600 | 37,600 | 96,700 | 134,300 |
| High Turnover Restaurant (square feet) | 40,000 | 22,400 | - | 22,400 |
| Hotel (rooms) | 756 | 756 | - | 756 |
| Industrial Park (square feet) | 46,900 | 46,900 | - | 46,900 |
| Junior College (students) | 2,300 | 2,300 | - | 2,300 |
| Junior High School (students) | 993 | 993 | ~~141~~1,759 | ~~1,134~~2,752 |
| Library (square feet) | 4,300 | 4,300 | 10,700 | 15,000 |
| Medical Office Building (square feet) | 48,300 | 48,300 | - | 48,300 |
| Mobile Home Park (dwelling units) | 532 | ~~419~~532 | ~~-~~110 | ~~419~~642 |
| Motel (rooms) | 35 | 35 | - | 35 |

**TABLE 5.3-5**
**EXISTING AND FUTURE SYCPU LAND USES**
**(continued)**

| Land Use | Existing | Existing to Remain | New Development | SYCPU Total |
|---|---|---|---|---|
| Park and Ride Lot (spaces) | 7,987 | 7,987 | 3,057 | 11,044,000 |
| Place of Worship (square feet) | 175,500 | 175,500 | - | 175,500 |
| Regional Shopping Center (square feet) | 1,443,400 | 1,443,400 | 909,800 | 2,353,200 |
| Single Family Residential (dwelling units) | 2,339 | ~~2,183~~2,339 | ~~-~~2,069 | ~~2,183~~4,408 |
| Strip Mall (square feet) | 507,200 | 507,200 | 518,100 | 1,025,300 |
| Supermarket (square feet) | 23,000 | ~~-~~4,600 | - | ~~-~~4,600 |
| Warehouse (square feet) | 11,500 | 11,500 | 22,800 | 34,300 |

Source: Kimley-Horn 2015

Portions of existing developed lands within the plan area would be expected to remain with the proposed SYCPU. These include single-family residences, recently constructed multi-family residences, recently entitled projects, and existing major public and institutional uses. Because these existing developed land uses were built to older, less stringent code requirements, the existing developed land uses that will remain and not change, and the land uses that would be developed or re-developed as part of the buildout of the proposed SYCPU would have different energy consumptions associated with them. In order to reflect these energy consumption differences, emissions were estimated using two separate CalEEMod runs for the land uses in the proposed SYCPU. These runs are discussed in further detail below.

The quantities listed in Table 5.3-5 include the existing developed land uses that were assumed to remain, and the proposed new development. It was assumed that the energy-related emissions associated with the existing land uses that would not be redeveloped were related to older energy codes, while those associated with new or redevelopment project would be the result of recent energy code revisions. The two model runs were then added together to obtain the total project emissions associated with the SYCPU buildout.

Estimating Vehicle Emissions

CalEEMod estimates vehicle emissions by first calculating trip rate, trip length, trip purpose, and trip type percentages (e.g., home to work, home to shop, home to other) for each land use type, based on the land use types and quantities entered by the user in the land use module. For this analysis, the CalEEMod default trip rates were edited to reflect the trip rates identified for each land use subtype in the traffic impact analysis prepared for the SYCPU (Kimley-Horn 2015). The model's default trip lengths, purpose, and types were not edited.

Estimating Energy Use Emissions

Air pollutants are emitted as a result of activities in buildings for which natural gas is used as an energy source. CalEEMod estimates emissions from energy use by multiplying average rates of residential and non-residential energy consumption by the quantities of residential units and non-residential square footage entered in the land use module to obtain total projected energy use. This

value is then multiplied by the natural gas air pollutant emission factors applicable to the project location and utility provider.

CalEEMod default energy values are based on the California Energy Commission- (CEC) sponsored California Commercial End Use Survey (CEUS) and Residential Appliance Saturation Survey (RASS) studies, which identify energy use by building type and climate zone. Each land use type input to the land use module is mapped in the energy module to the appropriate CEUS and RASS building type. Because these studies are based on older buildings, adjustments were made in CalEEMod to account for changes to Title 24 building codes. The default adjustment was to the 2008 Title 24 energy code (part 6 of the building code). Adjustments to simulate the 2005 Title 24 energy code were available in the model by selecting the "use historical data" box. The CalEEMod User's Guide states that "a user should select the use historical box if they only want an adjustment to the 2005 standard which were in effect when CARB developed its Scoping Plan 2020 No Action Taken [i.e., business-as-usual (BAU)] predictions" (ENVRION 2013). Therefore, the historical data box was selected in order to reflect emissions from energy use as associated with a building built to the 2005 Title 24 energy code.

The current ~~2013~~ 2016 Title 24 energy code results in a ~~25 to 30~~46 percent reduction in Title 24 regulated energy use over the 2008 Title 24 standards. For the estimates of the SYCPU, energy emissions were estimated using two runs of the model. One run assumed a ~~25~~ 46 percent reduction over the default 2008 Title 24 energy code for the portion of the total buildout land use quantities that would be new (i.e., the proposed new land uses), and therefore constructed in accordance with the ~~2013~~ 2016 Title 24 energy code. The second model run for the SYCPU selected the historical data box for the portion of the total buildout land use quantities that comprise existing land uses that are not expected to change. The two model runs were then added together to obtain the total projected energy emissions associated with the SYCPU buildout. Table 5.3-5 lists the buildout land use quantities that were input to the existing to remain and new development CalEEMod energy module runs.

Estimating Area Source Emissions

This CalEEMod module estimates the emissions that would occur from the use of hearths, wood stoves, and landscaping equipment. This module also estimates emissions due to use of consumer products and architectural coatings that have VOCs. The use of hearths and woodstoves directly emits air pollutants from the combustion of natural gas, wood, or biomass, some of which are thus classified as biogenic. CalEEMod estimates emissions from hearths and woodstoves only for residential uses based on the type and size of features of the residential land use inputs.

The use of landscape equipment emits air pollutants associated with the equipment's fuel combustion. CalEEMod estimates the number and type of equipment needed based on the number of summer days given the project's location as entered in the project characteristics module. The model defaults for hearths, woodstoves, and landscaping equipment were assumed.

Architectural VOC emissions for operations are primarily associated with maintenance activities. These activities are not covered under the California Green Building Standards Code (CALGreen). However, coatings sold in San Diego County must comply with SDAPCD Rule 67.0. As a worst-case, the upper end SDAPCD architectural coating VOC limit of 250 milligrams per liter was used in each run.

Total Operational Emissions

A summary of the modeling results, which includes mobile, area, and energy source emissions, is shown in Table 5.3-6, *Average Daily Operational Emissions*. As seen in Table 5.3-6, total future ~~Reactive Organic Gases (ROG), CO, $SO_2$, $PM_{10}$, and $PM_{2.5}$~~ emissions under the proposed SYCPU are projected to be greater than existing conditions for all criteria pollutants. This is due to the increase in development associated with buildout of the SYCPU.

As shown in Table 5.3-6, SYCPU emissions of the criteria pollutants ROG, CO, $PM_{10}$, and $PM_{2.5}$ during operation would exceed the daily thresholds.

**TABLE 5.3-6**
**AVERAGE DAILY OPERATIONAL EMISSIONS**
**(Pounds per Day)**

| Emission Sources | VOC | $NO_X$ | CO | $SO_2$ | $PM_{10}$ | $PM_{2.5}$ |
|---|---|---|---|---|---|---|
| Existing Emissions (Year 2010) | | | | | | |
| Area Sources | 11,831 | 160 | 14,499 | 5 | 1,949 | 1,949 |
| Energy Sources | 8 | 72 | 45 | <1 | 6 | 6 |
| Vehicular (Mobile) Sources | 1,143 | 2,152 | 10,327 | 15 | 1,101 | 313 |
| *Total Existing* | *12,983* | *2,384* | *24,871* | *21* | *3,056* | *2,268* |
| SYCPU Emissions (Year 2020) | | | | | | |
| Area Sources | ~~16,104~~22,320 | ~~217~~303 | ~~19,699~~7,445 | ~~7~~10 | ~~2,655~~700 | ~~2,655~~700 |
| Energy Sources | ~~9~~10 | ~~78~~91 | ~~48~~53 | ~~<1~~1 | ~~6~~7 | ~~6~~7 |
| Vehicular (Mobile) Sources | ~~1,163~~1,269 | ~~1,978~~2,193 | ~~10,177~~11,217 | ~~24~~26 | ~~1,691~~1,887 | ~~470~~524 |
| *Total SYCPU* | *~~17,275~~23,599* | *~~2,274~~2,587* | *~~29,923~~38,715* | *~~32~~37* | *~~4,352~~5,594* | *~~3,131~~4,231* |
| **Net SYCPU Emissions** | **~~4,293~~10,617** | **~~(110)~~203** | **~~5,053~~13,845** | **~~10~~16** | **~~1,296~~2,538** | **~~863~~1,963** |
| Screening Level Thresholds | 75 | 250 | 550 | 250 | 100 | 55 |
| ***Exceed Threshold?*** | ***Yes*** | ***No*** | ***Yes*** | ***No*** | ***Yes*** | ***Yes*** |

Source: CalEEMod output data is provided in Appendix A; CalEEMod Adjustments are provided in Appendix B
Note: CalEEMod mobile sources emissions were adjusted to remove the GHG reductions from the Pavley I and Low Carbon Fuel Standard (LCFS). Totals may not add up exactly due to rounding.

## b. Significance of Impact

While most subsequent development under the SYCPU would be required to analyze construction period criteria air pollutants and implement controls, the ability of future development to meet State and federal requirements cannot be determined at this time because the exact number and timing of individual development projects that would occur as a result of implementation of the SYCPU are unknown at this time; therefore, project-level emission estimates cannot be determined. Thus, impacts are considered potentially significant.

Operational emissions would be associated with vehicle trips generated by the SYCPU development, along with area sources such as energy use and landscaping. Based on the evaluation of air emissions, the SYCPU emissions would exceed the screening-level thresholds for VOCs, CO, $PM_{10}$,

and $PM_{2.5}$, and would result in a significant impact with respect to conformance to State and federal ambient air quality standards.

The increase in future emissions of carbon monoxide, particulates, and ozone precursors associated with the SYCPU would result in a significant air quality impact.

**c. Mitigation Framework**

The following mitigation framework would reduce potential impacts of buildout under the SYCPU on State and federal air quality standards.

**AQ-1:** To identify potential impacts resulting from construction activities, proposed development projects that are subject to CEQA shall have construction-related air quality impacts analyzed using the latest available CalEEMod model, or other analytical method determined in conjunction with the City. The results of the construction-related air quality impacts analysis shall be included in the development project's CEQA documentation. If such analyses identify potentially significant regional or local air quality impacts based on the emissions thresholds presented in Table 5.3-4, the City shall require the incorporation of appropriate mitigation to reduce such impacts. Examples of potential mitigation measures are provided in mitigation measure AQ-2, below.

**AQ-2:** For future development that would exceed daily emissions thresholds established by the City of San Diego, best available control measures/technology shall be incorporated to reduce construction emissions to the extent feasible. Best available control measures/technology includes:

a) Minimizing simultaneous operation of multiple pieces of construction equipment;

b) Use of more efficient, or low pollutant emitting equipment, e.g., Tier III- or Tier IV-rated equipment;

c) Use of alternative fueled construction equipment;

d) Dust control measures for construction sites to minimize fugitive dust, e.g., watering, soil stabilizers, and speed limits; and/or

e) Minimizing idling time by construction vehicles.

**AQ-3:** Each individual implementing development project shall submit a traffic control plan prior to the issuance of a grading permit. The traffic control plan shall describe in detail safe detours and provide temporary traffic control during construction activities for that project. To reduce traffic congestion, the plan shall include, as necessary, appropriate, and practicable, the following: temporary traffic controls such as a flag person during all phases of construction to maintain smooth traffic flow, dedicated turn lanes for movement of construction trucks and equipment on and off site, scheduling of construction activities that affect traffic flow on the arterial system to off-peak hour, consolidating truck deliveries, rerouting of construction trucks away from congested streets or sensitive receptors, and/or signal synchronization to improve traffic flow.

**AQ-4:** To identify potential impacts resulting from operational activities associated with future development, proposed development that are subject to CEQA shall have long-term operational-related air quality impacts analyzed using the latest available CalEEMod model, or other analytical method determined in conjunction with the City. The results of the operational-related air quality impacts analysis shall be included in the development project's CEQA documentation. To address potential localized impacts, the air quality analysis shall incorporate a CO hot spot analysis, or other appropriate analyses, as determined by the City. If such analyses identify potentially significant regional or local air quality impacts based on the thresholds presented in Table 5.3-2 or Table 5.3-4, the City shall require the incorporation of appropriate mitigation to reduce such impacts. Examples of potential measures include the following:

- Installation of electric vehicle charging stations;
- Improve walkability design and pedestrian network; and
- Increase transit accessibility and frequency by incorporating Bus Rapid Transit ~~lines with permanent operational funding stream~~routes included in the SANDAG Regional Plan.
- Limit parking supply and unbundle parking costs. Lower parking supply below ITE rates and separate parking costs from property costs.

**AQ-5:** In order to reduce energy consumption from future development, applications (e.g., electrical plans, improvement maps) submitted to the City shall include the installation of energy-efficient street lighting throughout the project site where street lighting is proposed.

**d. Significance After Mitigation**

Implementation of actions pursuant to Mitigation Measures AQ-1 through AQ-5 would reduce potential impacts of buildout under the SYCPU on State and federal air quality standards. However, the ability of future development to successfully implement the actions required to fully meet these mitigation measures cannot be guaranteed at this time. Thus, air pollutant impacts from construction and operation under the proposed SYCPU are considered significant and unavoidable at the program level.

### 5.3.4.2 SYHVSP

**a. Impacts**

As the land uses which would occur within the SYHVSP would reflect the land use designations applied to the Specific Plan area by the SYCPU, the emissions generated by future development of the SYHVSP are accounted for in the emissions evaluated for the SYCPU. As with general development within the SYCPU, new development within the SYHVSP would result in construction and operational emissions that could create emission levels that would exceed State and federal air quality standards.

**b. Significance of Impact**

While subsequent development under the SYHVSP would be required to analyze construction period criteria air pollutants and implement controls, the ability of future development to meet State and federal requirements cannot be determined at this time because the exact number and timing of individual development projects that would occur as a result of implementation of the SYCPU are unknown at this time; therefore, project-level emission estimates cannot be determined. Thus, impacts are considered potentially significant.

Operational emissions would be associated with vehicle trips generated by the SYHVSP development, along with area sources such as energy use and landscaping. Based on the evaluation of air emissions, the SYHVSP emissions would exceed the screening-level thresholds for VOCs, CO, $PM_{10}$, and $PM_{2.5}$, and would result in a significant impact with respect to conformance to State and federal ambient air quality standards.

The increase in future emissions of carbon monoxide, particulates, and ozone precursors associated with the SYHVSP would result in a significant air quality impact.

**c. Mitigation Framework**

Implementation of Mitigation Measures AQ-1 through AQ-5, would reduce potential impacts of buildout under the SYHVSP on State and federal air quality standards.

**d. Significance After Mitigation**

Implementation of actions pursuant to Mitigation Measures AQ-1 through AQ-5 would reduce potential impacts of buildout under the SYHVSP on State and federal air quality standards. However, the ability of future development to successfully implement the actions required to fully meet these mitigation measures cannot be guaranteed at this time. Thus, air pollutant impacts from construction and operation under the proposed SYCPU are considered significant and unavoidable at the program level.

## 5.3.5 Issue 3: Cumulatively Considerable Net Increase of Criteria Pollutants

Would the proposed SYCPU or SYHVSP result in a cumulatively considerable net increase for which the SDAB is in non-attainment of NAAQS or CAAQS?

### 5.3.5.1 SYCPU

**a. Impacts**

The cumulative area for regional air quality analysis is the SDAB. The SDAB is designated as a nonattainment area for ozone, $PM_{10}$, and $PM_{2.5}$ under State ~~and/or federal~~ standards and a nonattainment area for ozone under federal standards. As discussed under Section 5.3.4, the proposed SYCPU's operational regional ROG (an ozone precursor), $PM_{10}$, and $PM_{2.5}$ emissions would exceed the SDAPCD's Screening Level Thresholds.

**b. Significance of Impact**

The SYCPU's ROG emissions could contribute to existing violations of the State and federal ozone standards; the $PM_{10}$ and $PM_{2.5}$ emissions could also contribute to existing violations of their respective standards. Because the exact number and timing of individual development projects that would occur as a result of implementation of the SYCPU are unknown at this time, project-level emission estimates cannot be determined. Therefore it cannot be demonstrated at the programmatic level that future development would not exceed applicable air quality standards. Therefore, impacts on air quality are considered cumulatively considerable and significant.

**c. Mitigation Framework**

As discussed previously, the proposed SYCPU is intended to further express General Plan policies in the proposed SYCPU area through the provision of site-specific recommendations that implement city-wide goals and policies, address community needs, and guide zoning. The two documents work together to establish the framework for growth and development in the proposed SYCPU area. The proposed SYCPU contains eight elements, each providing neighborhood-specific goals and recommendations. These goals and recommendations are consistent with development design guidelines, other mobility and civic guidelines, incentives, and programs in accordance with the general goals stated in the General Plan. Implementation of Mitigation Measures AQ-1 through AQ-5 would reduce criteria pollutant emissions.

**d. Significance After Mitigation**

Buildout under the SYCPU could result in a cumulatively considerable net increase in criteria pollutants which is considered potentially significant and unavoidable.

### 5.3.5.2 SYHVSP

**a. Impacts**

As discussed earlier, the proposed SYHVSP would conflict with implementation of the RAQS and operational regional emissions could result in significant impacts with respect to State and federal air quality standards. The SYHVSP's ROG emissions could contribute to existing violations of the State and federal ozone standards and the $PM_{10}$ and $PM_{2.5}$ emissions could contribute to existing violations of their respective standards.

**b. Significance of Impact**

Impacts would be cumulatively considerable and significant.

**c. Mitigation Framework**

Implementation of Mitigation Measures AQ-1 through AQ-5 would reduce criteria pollutant emissions but the level to which the impacts could be reduced cannot be determined at the programmatic level because the exact number and timing of individual development projects that would occur as a result of implementation of the SYCPU are unknown at this time; therefore, project-level emission estimates cannot be determined.

**d. Significance After Mitigation**

Buildout under the SYHVSP could result in a cumulatively considerable net increase in criteria pollutants which is considered potentially significant and unavoidable.

## 5.3.6 Issue 4: Impacts to Sensitive Receptors

Would the proposed SYCPU or SYHVSP expose sensitive receptors (including, but not limited to, residences, schools, hospitals, resident care facilities, or day-care centers) to substantial pollutant concentrations?

### 5.3.6.1 SYCPU

**a. Impacts**

Impacts to sensitive receptors are typically analyzed for operational period CO hot spots, and exposure to TACs. An analysis of the SYCPU's potential to expose sensitive receptors to these pollutants is provided below.

**Carbon Monoxide Hot spots**

A CO hot spot is an area of localized CO pollution caused by severe vehicle congestion on major roadways, typically near intersections. If future development would increase average delay at signalized intersections operating at LOS E or F, or causes an intersection that would operate at LOS D or better without the project to operate at LOS E or F with the project, a quantitative screening is required. According to the SYCPU Traffic Impact Analysis, 25 of the 48 intersections analyzed within the plan area would have a traffic-related impact before inclusion of the recommended traffic mitigation measures (Kimley-Horn 2015). As such, there would be a potential for a CO hot spot or exposure of sensitive receptors to substantial CO emissions.

**Exposure to Toxic Air Contaminants**

Stationary Sources

The SYCPU includes land uses which may generate air pollutants affecting adjacent sensitive land uses. In air quality terms, individual land uses that emit air pollutants in sufficient quantities are known as stationary sources. The primary concern with stationary sources is local, however, they also contribute to air pollution in the SDAB. Stationary sources include gasoline stations, power plants, dry cleaners, and other commercial and industrial uses. Stationary sources are regulated by the local air pollution control or management district through the issuance of permits; in this case, the agency is the SDAPCD. CARB and SDAPCD provide guidance on siting land uses to avoid health risks and avoid nuisances. A common component of such guidance is the recommendation to site sensitive land uses outside specified buffers adjacent to or surrounding major emitters or facilities of concern. Table 5.3-7, *CARB Land Use Siting Recommendations*, summarizes the siting recommendations applicable to the SYCPU area. CARB recommends that these buffers be considered when evaluating land use and collocation decisions.

**TABLE 5.3-7**
**CARB LAND USE SITING RECOMMENDATIONS**

| Source Category | Recommended Buffer Distance (feet) |
|---|---|
| Freeways and High-Traffic Roads (freeways, urban roads with 100,000 vehicles per day, or rural roads with 50,000 vehicles per day) | 500 |
| Distribution Centers (that accommodate more than 100 trucks per day, more than 40 trucks with operating transport refrigeration units per day, or where transport refrigeration unit operations exceed 300 hours per week) | 1,000 |
| Chrome Platers | 1,000 |
| Dry Cleaners using Perchloroethylene (1 machine) | 300 |
| Dry Cleaners using Perchloroethylene (2 machines) | 500 |
| Dry Cleaners using Perchloroethylene (3 or more machines) | Requires consultation with SDAPCD |
| Large Gas Station (3.6 million gallons or more per year) | 300 |
| Other Gas Stations | 50 |

Source: CARB 2005

The California Air Toxics Program establishes the process for the identification and control of toxic air contaminants and includes provisions to make the public aware of significant toxic exposures and for reducing risk. Additionally, AB 2588 was enacted in 1987, and requires stationary sources to report the types and quantities of certain substances routinely released into the air. The goals of the Air Toxics "Hot Spots" Act are to collect emission data, to identify facilities having localized impacts, to ascertain health risks, to notify nearby residents of significant risks, and to reduce those significant risks to acceptable levels.

In accordance with AB 2588, any new facility proposed that would have the potential to emit toxic air contaminants would be required to assess air toxic problems that would result from their facility's emissions (SDAPCD 2010). If air emissions from a specific facility include toxic substances or exceed identified limits, the facility is required by the SDAPCD to provide information regarding emission inventories and health risk assessments. If adverse health impacts exceeding public notification levels are identified, the facility would provide public notice, and if the facility poses a potentially significant public health risk, the facility must submit a risk reduction audit and plan to demonstrate how the facility would reduce health risks. Thus, with this regulatory framework, at the program level, impacts associated with stationary sources in the SYCPU area would be less than significant.

Mobile Sources

The SYCPU contains several areas where new residential and other sensitive uses could be placed within 500 feet of three major freeways (I-5, I-805 and SR-905). Based on the Table 5.3-7, these sensitive land uses could be exposed to unacceptable levels of diesel particulate matter (DPM) generated by diesel powered vehicles traveling these roadways. Furthermore, due to the community's location near the San Ysidro international border crossing, the potential for DPM could be greater than other communities in San Diego due the anticipated higher percentage of truck traffic and the diminished vehicle emission controls installed on trucks registered in Mexico. Thus, impacts from DPMs are considered significant.

**b. Significance of Impact**

The analysis indicates there would be potential for CO hot spots, exposure of sensitive receptors to substantial, project generated, local CO emissions, and exposure of sensitive land uses to mobile source DPM. This impact is considered potentially significant.

**c. Mitigation Framework**

Mitigation Measure AQ-4 requires the mitigation of any CO hot spot impacts directly linked to subsequent development under the SYCPU.

Implementation of the following mitigation measure would help reduce the potential impact of DPMs on sensitive uses located within the buffer distances indicated in CARB buffer guidelines.

**AQ-6:** Prior to the issuance of building permits for any facility within the buffer area identified by CARB for TACs, a health risk assessment shall be prepared that demonstrates that health risks would be below the level of significance identified in Table 5.3-4.

**d. Significance After Mitigation**

Though the mitigation framework identified above would reduce potential impacts to sensitive receptors, their ability to reduce impact to less than significant cannot be predicted at this time. Thus, impacts related to exposure to TACs would be significant and unavoidable.

**5.3.6.2 SYHVSP**

**a. Impacts**

**Carbon Monoxide Hot spots**

As the land uses which would occur within the SYHVSP would reflect the land use designations applied to the Specific Plan area by the SYCPU, the trips generated by future development of the SYHVSP are accounted for in the trips evaluate for the SYCPU. As with the SYCPU, there would be potential for a CO hot spot and exposure of sensitive receptors to substantial, local CO emissions. Thus, the impact would be potentially significant.

**Exposure to Toxic Air Contaminants**

Stationary and Mobile Sources

The SYHVSP would not allow land uses which could generate TACs. As such, there would be no potential for exposure of TACs to future development within the SYHVSP. However, the SYHVSP contains areas where residential and other sensitive uses would be allowed within 500 feet of I-5 or I-805.

**b. Significance of Impact**

Sensitive uses located within 500 feet of I-5 or I-805 could be exposed to TACs associated with high traffic volumes which would result in a significant impact.

**c. Mitigation Framework**

Mitigation Measure AQ-4 and AQ-6 would aid in reducing impacts to sensitive receptors, but the level to which the impacts could be reduced cannot be determined at the programmatic level because the details of individual development projects that would occur as a result of implementation of the SYCPU are unknown at this time; therefore, project-level impacts cannot be determined.

**d. Significance After Mitigation**

Impacts would be significant and unavoidable.

## 5.3.7 Issue 5: Odor Impacts

Would the proposed SYCPU or SYHVSP create objectionable odors affecting a substantial number of people?

### 5.3.7.1 SYCPU

**a. Impacts**

Although the SYCPU area is adjacent to industrial operations, there are no known sources of long-term odors in the area. In addition, there are no agricultural operations in the SYCPU area which would generate odors. Similarly, future development under the SYCPU is not expected to result in land uses that would produce objectionable odors. Thus, impacts associated with odors are anticipated to be less than significant.

**b. Significance of Impact**

Impacts associated with odors are anticipated to be less than significant.

**c. Mitigation Framework**

No mitigation is required.

**d. Significance After Mitigation**

Impacts associated with odors are anticipated to be less than significant.

### 5.3.7.2 SYHVSP

**a. Impacts**

As with the Community Plan area, there are no known sources of odor within the Specific Plan area. Furthermore, future development in accordance with the SYHVSP is not expected to be associated with objectionable odors.

**b. Significance of Impact**

Impacts associated with odors are anticipated to be less than significant.

**c. Mitigation Framework**

No mitigation is required.

**d. Significance After Mitigation**

Impacts associated with odors are anticipated to be less than significant.

# 5.4 Greenhouse Gas Emissions

This section is based on the information and analysis presented in the Greenhouse Gas Emissions Technical Report for the *San Ysidro Community Plan Update and San Ysidro Historic Village Specific Plan*, dated March 2016 (HELIX 2016b) and revised July 2016. The technical report is included in its entirety as Appendix D of this PEIR.

## 5.4.1 Existing Conditions

#### 5.4.1.1 SYCPU

**a. Statewide GHG Emissions**

Statewide GHG inventories performed by the CARB over the past two decades report that statewide GHG emissions totaled 433 million metric tons (MMT) of carbon dioxide equivalent ($CO_2e$) in 1990, 469 MMT $CO_2e$ in 2000, 456 MMT $CO_2e$ in 2010, and 459 MMT $CO_2e$ in 2013. Transportation-related emissions consistently contribute the most GHG emissions, followed by electricity generation and industrial emissions.

**b. Regional GHG Emissions**

A San Diego regional emissions inventory prepared as part of the City of San Diego Climate Action Plan (CAP) reported GHG emissions totaling 13 MMT $CO_2e$ in 2010. Similar to the statewide emissions, transportation-related GHG emissions contributed the most citywide, followed by emissions associated with energy use.

**c. SYCPU Area GHG Inventory**

A baseline analysis of the GHG emissions from existing land uses within the Community Plan area land uses and associated traffic was performed using the CalEEMod Version 2013.2.2. Both land use and traffic assumptions were adapted from the Traffic Impact Analysis prepared for the SYCPU (Kimley-Horn 2015). This is the same methodology as that used for estimating GHG emissions resulting from the adopted community plan and proposed SYCPU buildout described below (refer to Section 5.4.3.1). Table 5.4-1, *Existing Land Uses*, lists the existing land use quantities that were input to CalEEMod to estimate existing area GHG emissions.

**TABLE 5.4-1**
**EXISTING LAND USES**

| Land Use | Existing (Year 2010) |
|---|---|
| Financial Institution (square feet) | 17,700 |
| City Park (acres) | 35.8 |
| Multi-Family Residential (dwelling units) | 4,476 |
| Convenience Market (square feet) | 2,700 |
| Convenience Market with Gas Pumps (pumps) | 84 |
| Elementary School (students) | 4,108 |

**TABLE 5.4-1**
**EXISTING LAND USES**
**(Continued)**

| Land Use | Existing (Year 2010) |
|---|---|
| Transportation (acre) | 9.8 |
| Fast Food Restaurant (square feet) | 45,400 |
| General Light Industry (square feet) | 1,309,800 |
| General Office Building (square feet) | 7,000 |
| Government (Civic Center) (square feet) | 12,900 |
| Government Office Building (square feet) | 317,500 |
| High School (square feet) | 37,600 |
| High Turnover Restaurant (square feet) | 40,000 |
| Hotel (rooms) | 756 |
| Industrial Park (square feet) | 46,900 |
| Junior College (students) | 2,300 |
| Junior High School (students) | 993 |
| Library (square feet) | 4,300 |
| Medical Office Building (square feet) | 48,300 |
| Mobile Home Park (dwelling units) | 532 |
| Motel (rooms) | 35 |
| Park and Ride Lot (spaces) | 7,987 |
| Place of Worship (square feet) | 175,500 |
| Regional Shopping Center (square feet) | 1,443,400 |
| Single Family Residential (dwelling units) | 2,339 |
| Strip Mall (square feet) | 507,200 |
| Supermarket (square feet) | 23,000 |
| Warehouse (square feet) | 11,500 |

Source: Kimley-Horn 2015

The complete calculations of existing GHG emissions, including the CalEEMod input parameters and reported results, are included in the GHG Technical Report provided as Appendix D to this PEIR. The results of the analysis indicate that the existing area uses are currently generating approximately 307,579 metric tons (MT) $CO_2e$ annually, as shown in Table 5.4-2, *Existing San Ysidro Land Use Greenhouse Gas Emissions in 2010,* below.

**TABLE 5.4-2**
**EXISTING SAN YSIDRO LAND USE**
**GREENHOUSE GAS EMISSIONS IN 2010**

| Source | MT $CO_2e$ per year |
|---|---|
| Area | 11,196 |
| Energy | 54,779 |
| Mobile | 227,454 |
| Waste | 6,222 |
| Water | 7,928 |
| **TOTAL** | 307,579 |

CalEEMod outputs provided in Appendix A

#### 5.4.1.2 SYHVSP

As the SYHVSP area is located within the SYCPU area, the existing GHG emissions inventories described above also apply to the SYHVSP area.

#### 5.4.1.3 Regulatory Framework

All levels of government have some responsibility for the protection of air quality, and each level (federal, state, and regional/local) has specific responsibilities relating to air quality regulation.

**a. Federal**

**Federal Clean Air Act**

The U.S. Supreme Court ruled on April 2, 2007, in *Massachusetts v. U.S. Environmental Protection Agency* that carbon dioxide ($CO_2$) is an air pollutant, as defined under the federal CAA, and that the USEPA has the authority to regulate emissions of GHGs. The USEPA announced that GHGs (including $CO_2$, methane [$CH_4$], nitrous oxide [$N_2O$], hydrofluorocarbons [HFC], perfluorocarbons [PFC], and sulfur hexafluoride [$SF_6$]) threaten the public health and welfare of the American people. This action was a prerequisite to finalizing the USEPA's GHG emissions standards for light-duty vehicles, which were jointly proposed by the USEPA and the United States Department of Transportation's (NHTSA). The standards were established on April 1, 2010 for 2012 through 2016 model year vehicles and on October 15, 2012 for 2017 through 2025 model year vehicles (USEPA 2011; USEPA and NHTSA 2012).

**Light-Duty Vehicle Greenhouse Gas Emissions Standards and Corporate Average Fuel Economy Standards**

The USEPA and the Department of Transportation's NHTSA have been working together on developing a national program of regulations to reduce GHG emissions, and to improve fuel economy of light-duty vehicles. The USEPA is finalizing the first-ever national GHG emissions standards under the CAA, and the NHTSA is finalizing Corporate Average Fuel Economy (CAFE) standards under the Energy Policy and Conservation Act. On April 1, 2010, the USEPA and NHTSA announced a joint Final Rulemaking establishing standards for 2012 through 2016 model year vehicles. This was followed up on October 15, 2012, when the agencies issued a Final Rulemaking with standards for model years 2017 through 2025. The rules require these vehicles to meet an estimated combined average emissions level of 250 grams per mile by 2016, decreasing to an average industry fleet-wide level of 163 grams per mile in model year 2025. The 2016 standard is equivalent to 35.5 miles per gallon (mpg), and the 2025 standard is equivalent to 54.5 mpg if the levels were achieved solely through improvements in fuel efficiency. The agencies expect, however, that a portion of these improvements will be made through improvements in air conditioning leakage and the use of alternative refrigerants that would not contribute to fuel economy. These standards would cut GHG emissions by an estimated 2 billion metric tons and 4 billion barrels of oil over the lifetime of the vehicles sold under the program (model years 2017–2025). The combined USEPA GHG standards and NHTSA CAFE standards resolve previously conflicting requirements under both federal programs and the standards of the State of California and other states that have adopted the California standards (USEPA 2011; USEPA and NHTSA 2012).

### b. State

#### California Code of Regulations, Title 24, Part 6

California Code of Regulations Title 24 Part 6: California's Energy Efficiency Standards for Residential and Nonresidential Buildings were first established in 1978 in response to a legislative mandate to reduce California's energy consumption. The Title 24 standards are updated approximately every three years to allow consideration and possible incorporation of new energy efficiency technologies and methods. The latest update to the Title 24 standards occurred in 2013 and went into effect July 2014. This update increases energy efficiency requirements by 25 to 30 percent compared to the 2008 Title 24 standards. The next scheduled update in 2016 will continue to improve upon the current 2013 Standards for new construction of, and additions and alterations to, residential and nonresidential buildings. The 2016 Standards will go into effect on January 1, 2017.

#### California Green Building Standards Code

The California Green Building Standards Code (24 California Code of Regulations [CCR], Part 11) is a code with mandatory requirements for new residential and nonresidential buildings (including buildings for retail, office, public schools, and hospitals) throughout California. The current version of the code went into effect on July 1, 2014, and includes energy efficiency updates resulting in energy usage reductions of 25 percent for residential buildings and 30 percent for nonresidential building (CEC 2012). The code is Part 11 of the California Building Standards Code in Title 24 of the *California Code of Regulations* and is also known as the CALGreen Building Standards Code (California Buildings Standards Commission [CBSC] 2014a). The next update of the CALGreen Building Code (2016) is scheduled to go into effect on January 1, 2017 (CBSC 2014b).

The development of the CALGreen Code is intended to (1) cause a reduction in GHG emissions from buildings; (2) promote environmentally responsible, cost-effective, healthier places to live and work; (3) reduce energy and water consumption; and (4) respond to the directives by the Governor. In short, the code is established to reduce construction waste; make buildings more efficient in the use of materials and energy; and reduce environmental impact during and after construction.

The CALGreen Code contains requirements for storm water control during construction; construction waste reduction; indoor water use reduction; material selection; natural resource conservation; site irrigation conservation; and more. The code provides for design options allowing the designer to determine how best to achieve compliance for a given site or building condition. The code also requires building commissioning, which is a process for the verification that all building systems, like heating and cooling equipment and lighting systems, are functioning at their maximum efficiency.

#### Executive Order S-3-05

On June 1, 2005, Executive Order (EO) S-3-05 proclaimed that California is vulnerable to climate change impacts. It declared that increased temperatures could reduce snowpack in the Sierra Nevada, further exacerbate California's air quality problems, and potentially cause a rise in sea levels. In an effort to avoid or reduce climate change impacts, EO S-3-05 calls for a reduction in GHG emissions to the year 2000 level by 2010, to year 1990 levels by 2020, and to 80 percent below 1990 levels by 2050.

**Assembly Bill 32 – Global Warming Solution Act of 2006**

The California Global Warming Solutions Act of 2006, widely known as AB 32, requires that CARB develop and enforce regulations for the reporting and verification of statewide GHG emissions. CARB is directed to set a GHG emission limit, based on 1990 levels, to be achieved by 2020. The bill requires CARB to adopt rules and regulations in an open public process to achieve the maximum technologically feasible and cost-effective GHG reductions.

**Executive Order B-30-15**

On April 29, 2015, EO B-30-15 established a California GHG reduction target of 40 percent below 1990 levels by 2030. The EO aligns California's GHG reduction targets with those of leading international governments, including the 28 nation European Union. California is on track to meet or exceed the target of reducing greenhouse gas emissions to 1990 levels by 2020, as established in AB 32. California's new emission reduction target of 40 percent below 1990 levels by 2030 will make it possible to reach the ultimate goal established by EO S-3-05 of reducing emissions 80 percent under 1990 levels by 2050.

**Assembly Bill 1493 – Vehicular Emissions of Greenhouse Gases**

AB 1493 (Pavley) requires that CARB develop and adopt regulations that achieve "the maximum feasible reduction of GHGs emitted by passenger vehicles and light-duty truck and other vehicles determined by CARB to be vehicles whose primary use is noncommercial personal transportation in the State". On September 24, 2009, CARB adopted amendments to the Pavley regulations that intend to reduce GHG emissions in new passenger vehicles from 2009 through 2016. The amendments bind California's enforcement of AB 1493 (starting in 2009), while providing vehicle manufacturers with new compliance flexibility. The amendments also prepare California to merge its rules with the federal CAFE rules for passenger vehicles (CARB 2013a). In January 2012, CARB approved a new emissions-control program for model years 2017 through 2025. The program combines the control of smog, soot, and global warming gases and requirements for greater numbers of zero-emission vehicles into a single packet of standards called Advanced Clean Cars (CARB 2013a).

**Assembly Bill 341**

In 2011, the State legislature enacted AB 341 (California PRC section 42649.2), increasing the waste diversion target to 75 percent statewide. AB 341 also requires the provision of recycling service to commercial and residential facilities that generate four cubic yards or more of solid waste per week.

**Executive Order S-01-07**

This Executive Order was signed by Governor Schwarzenegger on January 18, 2007, and directs that a statewide goal be established to reduce the carbon intensity of California's transportation fuels by at least 10 percent by the year 2020. It orders that a LCFS for transportation fuels be established for California, and directs the CARB to determine whether a LCFS can be adopted as a discrete early action measure pursuant to AB 32. CARB approved the LCFS as a discrete early action item with a regulation adopted and implemented in April 2010.

**Senate Bill 375**

SB 375 aligns regional transportation planning efforts, regional GHG reduction targets, and affordable housing allocations. Metropolitan Planning Organizations (MPOs) are required to adopt a SCS, which allocates land uses in the MPO's RTP. Qualified projects consistent with an approved SCS or Alternative Planning Strategy categorized as "transit priority projects" would receive incentives to streamline CEQA processing.

**California Air Resources Board: Scoping Plan**

On December 11, 2008, the CARB adopted the Scoping Plan (CARB 2008), as directed by AB 32. The Scoping Plan proposes a set of actions designed to reduce overall GHG emissions in California to the levels required by AB 32. Measures applicable to development projects include those related to energy-efficiency building and appliance standards, the use of renewable sources for electricity generation, regional transportation targets, and green building strategy. Relative to transportation, the Scoping Plan includes nine measures or recommended actions related to reducing vehicle miles traveled and vehicle GHGs through fuel and efficiency measures. These measures would be implemented statewide rather than on a project-by-project basis.

The CARB released the First Update to the Climate Change Scoping Plan in May 2014 to provide information on the development of measure-specific regulations and to adjust projections in consideration of the economic recession (CARB 2014a). To determine the amount of GHG emission reductions needed to achieve the goal of AB 32 (i.e., 1990 levels by 2020) CARB developed a forecast of the AB32 Baseline 2020 emissions, which is an estimate of the emissions expected to occur in the year 2020 if none of the foreseeable measures included in the Scoping Plan were implemented. CARB estimated the AB 32 Baseline 2020 to be 509 MMT of $CO_2e$. The Scoping Plan's current estimate of the necessary GHG emission reductions is 78 MMT $CO_2e$ (CARB 2014b). This represents an approximately 15.32 percent reduction from the AB 32 Baseline 2020 emissions level. The CARB is forecasting that this would be achieved through the following reductions by sector: 25 MMT $CO_2e$ for energy, 23 MMT $CO_2e$ for transportation, 5 MMT $CO_2e$ for high-Global Warming Potential (GWP) GHGs, and 2 MMT $CO_2e$ for waste. The remaining 23 MMT $CO_2e$ would be achieved through Cap-and-Trade Program reductions. This reduction is flexible—if CARB receives new information and changes the other sectors' reductions to be less than expected, the agency can increase the Cap-and-Trade reduction (and vice versa).

**c. Local**

**San Diego Association of Government's San Diego Forward: The Regional Plan**

The ~~RP~~ Regional Plan~~)~~ prepared and adopted by SANDAG in 2015~~, as referred to as San Diego Forward~~, is the long-range planning document developed to address the region's housing, economic, transportation, environmental, and overall quality-of-life needs. The Regional Plan ~~RP~~ supports healthy communities, a protected environment, a vibrant economy, and mobility choices for the region's residents over the next 35 years. It is a comprehensive roadmap that integrates the Regional Transportation Plan (RTP), the Sustainable Communities Strategy (SCS), and the Regional Comprehensive Plan (RCP) into one document to chart the region's future growth and transportation investments.

Applicable to GHG emissions, the SCS details how the region will reduce greenhouse gas emissions from passenger vehicles to state-mandated levels over time. Reductions are projected to reach 15 percent by 2020, and 21 percent by 2035.

**2008 City of San Diego General Plan**

The City of San Diego General Plan includes several climate change-related policies aimed at reducing GHG emissions from future development and City operations. For example, Conservation Element policy CE-A.2 aims to reduce the City's carbon footprint, and to develop and adopt new or amended regulations, programs, and incentives as appropriate to implement the goals and policies set forth related to climate change (City of San Diego 2008a). The Land Use and Community Planning Element; the Mobility Element; the Urban Design Element; and the Public Facilities, Services and Safety Element also identify GHG reduction and climate change adaptation goals. These elements contain policy language related to sustainable land use patterns, alternative modes of transportation, energy efficiency, water conservation, waste reduction, and greater landfill efficiency. The overall intent of these policies is to support climate protection actions, while retaining flexibility in the design of implementation measures, which could be influenced by new scientific research, technological advances, environmental conditions, or state and federal legislation.

**City of San Diego Climate Action Plan**

In December 2015, the City adopted its Climate Action Plan (CAP). The CAP identifies measures to meet GHG reduction targets for 2020 and 2035. The CAP consists of a 2010 inventory of GHG emissions, a BAU projection for emissions at 2020 and 2035, state targets, and emission reductions with implementation of the CAP. The City identifies GHG reduction strategies focusing on energy- and water-efficient buildings; clean and renewable energy; bicycling, walking, transit, and land use; zero waste; and climate resiliency. Accounting for future population and economic growth, the City projects GHG emissions will be approximately 15.9 MMTCO2E in 2020 and 16.7 MMTCO2E in 2035. To achieve its proportional share of the state reduction targets for 2020 (AB 32) and 2050 (EO S-3-05), the City would need to reduce emissions below the 2010 baseline by 15 percent in 2020 and 50 percent by 2035. To meet these goals, the City must implement strategies that reduce emissions to approximately 11.0 MMTCO2E in 2020 and 6.5 MMTCO2E in 2035. Through implementation of the CAP, the City is projected to reduce emissions even further below targets by 1.2 MMTCO2E by 2020 and 205,462 MTCO2E by 2035. The CAP includes a Monitoring and Reporting Program. Measure 1.4 of the Monitoring and Reporting Program calls for City Staff to annually evaluate City policies, plans (including the CAP) and codes as needed to ensure the CAP reduction targets are met.

With the July 2016 adoption of an amendment to the CAP to include the CAP Consistency Checklist, the CAP meets all the requirements of CEQA Guidelines Section 15183.5(b)(1)(A – F) to be a Qualified GHG Reduction Plan. In meeting these requirements, the City of San Diego has analyzed and mitigated the significant effects of GHG emissions for the entire City at the programmatic level. Pursuant to CEQA Guidelines Sections 15183.5(b), 15064(h)(3), and 15130(d), the City may determine that a project's incremental contribution to a cumulative GHG effect is not cumulatively considerable if the project complies with the requirements of a previously adopted Qualified GHG Reduction Plan. The CAP FEIR concluded that implementation of the Climate Action Plan, which includes an annual monitoring program, would result in less than significant overall citywide GHG emissions, and this analysis tiers from that analysis in the CAP certified FEIR.

## 5.4.2 Significance Determination Thresholds

According to ~~Appendix G of the CEQA Guidelines~~the City's California Environmental Quality Act Significance Determination Thresholds, ~~the following criteria may be considered in evaluating the significance of GHG emissions~~a project may have a significant effect on the environment with respect to GHG emissions if it would:

~~Would the project:~~

1. Generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment?

2. Conflict with the City's Climate Action Plan or another ~~an~~ applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs?

Existing GHG emissions in the SYCPU area were developed based on data available in the SYCPU Traffic Impact Analysis by using CalEEMod Version 2013.2.2. Emissions were also developed for the proposed SYCPU using CalEEMod. In order to determine significance of the increase (over existing conditions) in GHG emissions ~~impacts~~ associated with implementation of the SYCPU, an inventory was also developed based on the land use designations associated with the Adopted Community Plan using CalEEMod. ~~Emissions from the proposed SYCPU were compared to the existing GHG emissions inventory~~. To determine whether the increase in GHG emissions over existing conditions under the SYCPU would be significant, the SYCPU emissions were compared to the GHG emissions associated with buildout of Adopted Community Plan. If emissions from buildout of the SYCPU are less than those that would be generated by buildout of the Adopted Community Plan, impacts related to GHG emissions are considered less than significant provided the proposed SYCPU otherwise implements the land use-related strategies identified in the CAP. As discussed in Section 5.4.1.3, implementation of the City's CAP would result in Citywide GHG reductions consistent with its proportionate share of statewide GHG emissions targets. The CAP assumes future population and economic growth based on the community plans that were in effect at the time the CAP was being developed. Therefore, community plan updates that would result in a reduction in GHG emissions at buildout compared to GHG emissions at buildout under the Adopted Community Plan would~~result in further GHG reductions~~ ensure that the assumptions that went into the CAP would not be significantly altered and therefore that implementation of the CAP would still result in the Citywide reductions identified in the CAP. In addition, to ensure that the SYCPU would not result in significant GHG emissions impacts, it must implement the goals set forth in Strategy 3 of the CAP in order to generally ensure that the City stays on track to realize the emissions reductions identified in CAP Strategy 3.

## 5.4.3 Issue 1: Direct and Indirect Emissions of Greenhouse Gases

Would the proposed SYCPU or SYHVSP Generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment?

### 5.4.3.1 SYCPU

#### a. Impacts

Based on data available in the SYCPU Traffic Impact Analysis, Table 5.4-3, *Adopted and Proposed Community Plan Land Uses,* lists the buildout land use quantities that were input to CalEEMod to estimate future SYCPU area GHG emissions and GHG emissions that would occur under the Adopted Community Plan (Kimley Horn 2015). As shown in Table 5.4-3, the buildout totals include several existing land uses that would remain and not be redeveloped as part of the community plan, as well as anticipated new/redeveloped land uses. These are distinguished in Table 5.4-3 as "Existing to Remain" and "New Development," and were subject to different model assumptions as described below.

**Construction Emissions**

Construction emissions were estimated for the new development anticipated to occur at buildout. Though this assumption does not account for typical turnover wherein an existing land use would be re-developed, due to the amortization of construction emissions described below, it is decidedly more conservative to include the assumed continued operation of less efficient buildings in the operational emissions than the temporary construction emissions associated with a building's redevelopment. GHG emissions associated with construction are calculated in CalEEMod by multiplying the potential fuel consumed by the construction equipment and worker trips by applicable emission factors. CalEEMod forecasts the number and type of construction equipment that would be used given project-specific design. In the absence of specific construction information, needed equipment for construction are estimated by CalEEMod based on the size and subtypes of the land uses entered in the land use module.

CalEEMod estimates construction emissions for each year of construction activity based on the annual construction equipment profile and other factors determined as needed to achieve buildout. As such, each year of construction activity has varying quantities of GHG emissions. It is the City's practice to amortize construction GHG emissions over 30 years, as 30 years serves as a conservative life of the project.

**Vehicle Emissions**

CalEEMod defaults for trip length, distribution, and purpose were utilized along with specific trip generation rates, as determined by Kimley-Horn and Associates. Based on these inputs, the total annual VMT under the Adopted Community Plan was estimated to be ~~930~~ 978 million miles and the total annual VMT for the SYCPU was estimated to be ~~767~~ 856 million miles. All modeling details are provided in the GHG Technical Report in Appendix D of this PEIR.

**TABLE 5.4-3**
**ADOPTED AND PROPOSED COMMUNITY PLAN LAND USES**

| | Adopted Community Plan | | | Proposed SYCPU | | |
|---|---|---|---|---|---|---|
| **Land Use** | **Existing to Remain** | **New Development** | **Plan Total** | **Existing to Remain** | **New Development** | **Plan Total** |
| Financial Institution (square feet) | 11,500 | - | 11,500 | 11,500 | - | 11,500 |
| City Park (acres) | 35.8 | 44.0 | 79.8 | 35.8 | ~~46.1~~46.4 | ~~81.9~~92.2 |
| Multi-Family Residential (dwelling units) | 4,476 | 717 | 5,193 | 4,476 | ~~2,930~~4,418 | ~~7,406~~8,894 |
| Convenience Market (square feet) | 2,700 | - | 2,700 | - | - | - |
| Convenience Market with Gas Pumps (pumps) | 84 | - | 84 | 84 | ~~-~~4 | ~~84~~88 |
| Elementary School (students) | 4,108 | - | 4,108 | 4,108 | ~~635~~1,029 | ~~4,743~~5,137 |
| Transportation (acre) | 7.9 | - | 7.9 | ~~6.7~~7.3 | - | ~~6.7~~7.3 |
| Fast Food Restaurant (square feet) | 45,400 | 3,500 | 48,900 | 44,900 | - | 44,900 |
| General Light Industry (square feet) | 1,309,800 | 2,800 | 1,312,600 | ~~1,281,500~~ 1,023,000 | - | ~~1,281,500~~ 1,023,000 |
| General Office Building (square feet) | 7,000 | - | 7,000 | 7,000 | - | 7,000 |
| Government (Civic Center) (square feet) | - | - | - | 6,000 | - | 6,000 |
| Government Office Building (square feet) | 317,500 | 20,800 | 338,300 | 317,500 | 48,700 | 366,200 |
| High School (square feet) | 37,600 | - | 37,600 | 37,600 | 96,700 | 134,300 |
| High Turnover Restaurant (square feet) | 36,500 | - | 36,500 | 22,400 | - | 22,400 |
| Hotel (rooms) | 726 | - | 726 | 756 | - | 756 |
| Industrial Park (square feet) | 46,900 | - | 46,900 | 46,900 | - | 46,900 |
| Junior College (students) | 2,300 | - | 2,300 | 2,300 | - | 2,300 |
| Junior High School (students) | 993 | - | 993 | 993 | ~~141~~1,759 | ~~1,134~~2,752 |
| Library (square feet) | 4,300 | 10,700 | 15,000 | 4,300 | 10,700 | 15,000 |
| Medical Office Building (square feet) | 48,300 | - | 48,300 | 48,300 | - | 48,300 |
| Mobile Home Park (dwelling units) | 242 | - | 242 | ~~419~~532 | ~~-~~110 | ~~419~~642 |
| Motel (rooms) | 25 | - | 25 | 35 | - | 35 |
| Park and Ride Lot (spaces) | 6,634 | - | 6,634 | 7,987 | 3,057 | 11,044,000 |
| Place of Worship (square feet) | 175,500 | - | 175,500 | 175,500 | - | 175,500 |

**TABLE 5.4-3**
**ADOPTED AND PROPOSED COMMUNITY PLAN LAND USES**
**(Continued)**

| Land Use | Adopted Community Plan | | | Proposed SYCPU | | |
|---|---|---|---|---|---|---|
| | Existing to Remain | New Development | Plan Total | Existing to Remain | New Development | Plan Total |
| Regional Shopping Center (square feet) | 1,443,400 | 686,600 | 2,130,000 | 1,443,400 | 909,800 | 2,353,200 |
| Single Family Residential (dwelling units) | 2,267 | - | 2,267 | ~~2,183~~2,339 | ~~-~~2,069 | ~~2,183~~4,408 |
| Strip Mall (square feet) | 507,200 | 471,100 | 978,300 | 507,200 | 518,100 | 1,025,300 |
| Supermarket (square feet) | 23,000 | 400 | 23,400 | ~~-~~4,600 | - | ~~-~~4,600 |
| Warehouse (square feet) | 11,500 | 22,800 | 34,300 | 11,500 | 22,800 | 34,300 |

Source: Kimley-Horn ~~2016~~2015

**Energy Use Emissions**

CalEEMod default energy values are based on the CEC-sponsored California CEUS and RASS studies, which identify energy use by building type and climate zone. Each land use type input to the land use module is mapped in the energy module to the appropriate CEUS and RASS building type. Because these studies are based on older buildings, adjustments were made in CalEEMod to account for changes to Title 24 building codes. The default adjustment was to the 2008 Title 24 energy code (part 6 of the building code). Adjustments to simulate the 2005 Title 24 energy code are available in the model by selecting the "use historical data" box. The CalEEMod User's Guide states that "a user should select the use historical box if they only want an adjustment to the 2005 standard which were in effect when CARB developed its Scoping Plan 2020 No Action Taken predictions" (ENVRION 2013). Therefore, for the existing conditions energy emissions estimate, the historical data box was selected in order to reflect GHG emissions from energy use as associated with a building built to the 2005 Title 24 energy code. While many of the existing buildings in the community were built before 2005, the 2005 Title 24 energy code is the best available basis for analysis. Table 5.4-1 lists the land use quantities that were input to the CalEEMod model run for the existing conditions.[1]

The current ~~2013~~ 2016 Title 24 energy code results in a ~~25 to 30~~46 percent reduction in Title 24 regulated energy use over the 2008 Title 24 standards. For the Adopted Community Plan and SYCPU, energy emissions were estimated using two runs of the model for each plan. One run assumed a ~~25~~ 46 percent reduction over the default 2008 Title 24 energy code for the portion of the total buildout land use quantities that would be new (i.e., the New Development), and therefore constructed in accordance with the ~~2013~~ 2016 Title 24 energy code. The second model run selected the historical data box for the portion of the total buildout land use quantities that comprise existing land uses that would not change (i.e., the Existing to Remain land uses). The two model runs were then added together to obtain the total projected energy emissions associated with either the Adopted Community Plan or the SYCPU buildout. 5.4-3 lists the buildout land use quantities that were input to the Existing to Remain and New Development CalEEMod energy module runs.

**Area Source Emissions**

The use of hearths and woodstoves directly emits $CO_2$ from the combustion of natural gas, wood, or biomass, some of which are thus classified as biogenic. CalEEMod estimates emissions from hearths and woodstoves only for residential uses based on the type and size of features of the residential land use inputs.

The use of landscape equipment emits GHGs associated with the equipment's fuel combustion. CalEEMod estimates the number and type of equipment needed based on the number of summer days given the project's location as entered in the project characteristics module. The model defaults for hearths, woodstoves, and landscaping equipment were assumed.

[1] Thus, the model shows a conservative GHG emissions amount for the existing condition. The existing buildings are likely less energy efficient than the 2005 code. Because the analysis assumes lower existing emissions than likely exists, the increase over that amount under the proposed SYCPU is a conservative measure which shows a higher increase than what exists if the existing GHG emissions had been assumed to be higher.

### Water and Wastewater Emissions

CalEEMod uses default electricity intensity values for various phases of supplying and treating water from CEC's Refining Estimates of Water-Related Energy Use in California. The model estimates water/wastewater emissions by multiplying the total projected water/wastewater demand by the applicable water electricity intensities and by the utility intensity GHG factors.

The default water module assumptions were used for the estimates of existing conditions, including the existing land uses that would remain with the Adopted Community Plan and the SYCPU. However, for the future/new land uses, the water mitigation module was used to account for an overall 20 percent reduction in water use for new development that would have to comply with recent requirements of CALGreen. Similar to energy use, recent updates to the water conservation element of Title 24 have resulted in increased water conservation for development subsequent to 2010. New development would be constructed in accordance with the current CALGreen water conservation requirements. Because CALGreen requires a minimum 20 percent reduction in water use, a 20 percent reduction in water use was factored into the emissions calculations by using the mitigation module. As with the energy efficiency improvements due to Title 24 updates, the improvements in water conservation were only applied to the new land use buildout quantities expected (i.e., New Development), not the whole buildout quantity.

### Solid Waste Emissions

The disposal of solid waste produces GHG emissions from anaerobic decomposition in landfills, incineration, and transportation of waste. CalEEMod determines the GHG emissions associated with disposal of solid waste into landfills. Portions of these emissions are biogenic. To estimate the GHG emissions generated by disposing of the solid waste associated with the existing condition and generated by disposing of the solid waste associated with buildout under the SYCPU and the Adopted Community Plan, the total volume of solid waste was first estimated in the model using waste disposal rates identified by the California Department of Resources Recycling and Recovery (CalRecycle). CalEEMod methods for quantifying GHG emissions from solid waste are based on the IPPC method using the degradable organic content of waste. Existing, Adopted Community Plan, and SYCPU GHG emissions associated with waste disposal were all calculated using CalEEMod's default parameters. Though the City of San Diego currently diverts approximately 67 percent of its solid waste through the City Recycling Ordinance, a conservative 50 percent solid waste diversion rate was applied to the new development that would occur to account for mandatory compliance with AB 341.

### Adopted Community Plan Emissions Summary

As illustrated in Table 5.4-4, *Adopted Community Plan Annual GHG Emissions,* buildout of the Adopted Community Plan would result in ~~444,390~~462,352 MT $CO_2$e per year from all sources described earlier.

**TABLE 5.4-4**
**ADOPTED COMMUNITY PLAN ANNUAL GHG EMISSIONS**

| Emission Sources | Emissions (MT $CO_2e$/year) |
|---|---|
| Area Sources | 11,736 |
| Energy Sources | ~~59,368~~58,924 |
| Vehicular (Mobile) Sources | ~~356,376~~374,782 |
| Solid Waste Sources | 6,433 |
| Water Sources | 8,728 |
| Construction (Annualized over 30 years) | 1,750 |
| **TOTAL** | ~~444,390~~462,352 |

Source: HELIX 2016

## Proposed SYCPU Emissions Summary

As shown in Table 5.4-5, *SYCPU Annual GHG Emissions,* buildout in accordance with the SYCPU would result in GHG emissions of ~~395,942~~447,248 MT $CO_2e$ per year.

**TABLE 5.4-5**
**SYCPU ANNUAL GHG EMISSIONS**

| Emission Sources | Emissions (MT $CO_2e$/year) |
|---|---|
| Area Sources | ~~15,250~~21,248 |
| Energy Sources | ~~65,754~~75,099 |
| Vehicular (Mobile) Sources | ~~294,926~~328,829 |
| Solid Waste Sources | ~~6,645~~7,337 |
| Water Sources | ~~9,810~~11,178 |
| Construction (Annualized over 30 years) | 3,557 |
| **TOTAL PROJECT** | ~~395,942~~447,248 |

Source: HELIX 2016

## Determining Significance of the Increase in GHG Emissions

Implementation of the SYCPU would result in an increase in GHG emissions of 139,669~~88,363~~ MT $CO_2e$ per year over the existing condition. For the purposes of determining significance, GHG emissions attributable to the SYCPU at full buildout were compared to Adopted Community Plan GHG emissions. As illustrated in Table 5.4-6, *Comparison of Existing Conditions, Adopted Community Plan and Proposed SYCPU Emissions*, the total GHG emissions attributable to the Adopted Community Plan equal ~~444,390~~462,352 MT $CO_2e$ per year. Total GHG emissions attributable to the SYCPU equal ~~395,942~~447,248 MT $CO_2e$ per year. As such, the SYCPU would result in a reduction of ~~48,448~~15,105 MT $CO_2e$ per year when compared to the Adopted Community Plan.

Table 5.4-~~4~~ 6 shows that the SYCPU would result in a GHG emissions reduction of ~~48,448~~15,105 MT $CO_2e$ per year when compared to the Adopted Community Plan (and an increase of 88,363 MT $CO_2e$ compared to the existing condition). Although the SYCPU would result in an increase compared to the existing condition, a reduction to GHG emissions would occur when compared with the Adopted Community Plan,  Impacts would be less than significant, and no mitigation measures are required

because, as set forth in the Final Environmental Impact Report for the CAP (CAP FEIR), implementation of the City's CAP would result in Citywide GHG reductions consistent with its proportionate share of statewide GHG emissions targets. The CAP assumes future population and economic growth based on the community plans that were in effect at the time the CAP was being developed. Therefore, the SYCPU would result in a reduction in GHG emissions at buildout compared to GHG emissions at buildout under the Adopted Community Plan, and therefore, would ensure that the assumptions that went into the CAP would not be significantly altered and therefore that implementation of the CAP would still result in the Citywide reductions identified in the CAP.

~~only result in further GHG reductions than those identified in the CAP FEIR~~

**TABLE 5.4-6**
**COMPARISON OF EXISTING CONDITIONS, ADOPTED COMMUNITY PLAN AND PROPOSED SYCPU EMISSIONS**

| | Annual Emissions (MT $CO_2e$) | | | | |
|---|---|---|---|---|---|
| **Emission Sources** | **Existing Condition** | **Adopted Community Plan** | **SYCPU** | **Difference between Existing Conditions and SYCPU** | **Difference between Adopted Plan and SYCPU** |
| Area Sources | 11,196 | 11,736 | ~~15,250~~ 21,248 | ~~4,054~~ 10,052 | ~~3,514~~ 9,511 |
| Energy Sources | 54,779 | ~~59,368~~ 58,924 | ~~65,754~~ 75,099 | ~~10,975~~ 20,320 | ~~6,386~~ 16,175 |
| Mobile Sources | 227,454 | ~~356,376~~ 374,782 | ~~294,926~~ 328,829 | ~~67,472~~ 101,375 | (~~61,450~~ 45,953) |
| Waste Sources | 6,222 | 6,433 | ~~6,645~~ 7,337 | ~~423~~ 1,115 | ~~212~~ 905 |
| Water Sources | 7,928 | 8,728 | ~~9,810~~ 11,178 | ~~1,882~~ 3,250 | ~~1,082~~ 2,450 |
| Construction (Annualized over 30 years) | - | 1,750 | 3,557 | 3,557 | 1,807 |
| **TOTAL** | **307,579** | **~~444,390~~ 462,352** | **~~395,942~~ 447,248** | **~~88,363~~ 139,669** | **(~~48,448~~ 15,105)** |

Source: HELIX 2016
Note: Totals may not add up exactly due to rounding.

### b. Significance of Impact

Potential impacts related to GHG emissions from implementation of the SYCPU would be less than significant as the GHG emissions from the SYCPU would not be greater than those assumed for the community planning area in the CAP's GHG Inventory.

### c. Mitigation Framework

Impacts would be less than significant, no mitigation is required.

**d. Significance After Mitigation**

Impacts would be less than significant.

#### 5.4.3.2 SYHVSP

**a. Impacts**

As the land uses which would occur within the SYHVSP would reflect the land use designations applied to the Specific Plan area by the SYCPU, the GHG emissions generated by future development of the SYHVSP are accounted for in the emissions evaluated for the SYCPU. As with general development within the SYCPU, new development within the SYHVSP would comply with the ~~2013~~ 2016 Title 24 Energy Code; AB 75; and the 2013 CALGreen Code.

**b. Significance of Impact**

Potential impacts related to GHG emissions from implementation of the SYCPU would be less than significant through conformance with applicable regulatory/industry standards, and Conservation Element policies.

**c. Mitigation Framework**

Impacts would be less than significant, no mitigation is required.

**d. Significance After Mitigation**

Impacts would be less than significant.

## 5.4.4 Issue 2: Consistency With Adopted Plans, Policies, and Regulations for the Purpose of Reducing GHG Emissions

Would the proposed SYCPU or SYHVSP conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs?

#### 5.4.4.1 SYCPU

**a. Impacts**

The regulatory plans and policies discussed in Section 5.4.1.3 aim to reduce national, state, and local GHG emissions by primarily targeting the largest emitters of GHGs: the transportation and energy sectors. Plan goals and regulatory standards are, thus, largely focused on the automobile industry and public utilities. For the transportation sector, the reduction strategy is generally three-pronged: to reduce GHG emissions from vehicles by improving engine design; to reduce the carbon content of transportation fuels through research, funding and incentives to fuel suppliers; and to reduce the miles these vehicles travel through land use change and infrastructure investments.

For the energy sector, the reduction strategies aim to: reduce energy demand; impose emission caps on energy providers; establish minimum building energy and green building standards;

transition to renewable non-fossil fuels; incentivize homeowners and builders; fully recover landfill gas for energy; and expand research and development.

**Consistency with State Plans**

As discussed earlier, EO S-3-05 establishes GHG emission reduction targets for the state, and AB 32 launched the Climate Change Scoping Plan that outlines the reduction measures needed to reach these targets. Out of the Recommended Actions contained in CARB's Scoping Plan, the actions that are most applicable to the SYCPU would be Actions E-1 and GB-1. CARB Scoping Plan Action E-1, together with Action GB-1 (Green Building), aim to reduce electricity demand by increasing the efficiency of Utility Energy Programs and adoption of more stringent building and appliance standards. The new construction associated with the SYCPU would be required to include all mandatory green building measures under the CALGreen Code. Therefore, the SYCPU would be consistent with the Scoping Plan measures through incorporation of stricter building and appliance standards.

**Consistency with Regional Plans**

San Diego Association of Government's (SANDAG's) Regional Plan ~~(RP)~~

The proposed SYCPU would be consistent with the goals of the Regional Plan ~~RP~~ to develop compact, walkable communities close to transit connections and consistent with smart growth principles. The SYCPU proposes to establish two pedestrian-oriented, urban, and mixed-use community villages that would reduce reliance on the automobile, and promote walking and use of alternative transportation. The SYCPU supports the multi-modal strategy of the Regional Plan ~~RP~~ through the designation of two villages along a ~~trolley~~Trolley corridor, as well as a planned Intermodal Transit Center that would accommodate several transportation modes. Policies contained within the proposed SYCPU Land Use and Mobility Elements would serve to promote bus transit use as well as other forms of mobility, including walking and bicycling. These measures would be consistent with the Regional Plan's smart growth strategies. Thus, no significant adverse environmental effects would result from the adoption of the proposed SYCPU in terms of consistency or conflict with the Regional Plan.

San Diego Association of Government's (SANDAG's) Regional ~~Transportation~~ Plan ~~and Sustainable Communities Strategies~~

The proposed SYCPU would be consistent with the goals of the ~~RTP and SCS~~Regional Plan. The Land Use Element provides additional housing while preserving sensitive resources. The Land Use Element also emphasizes compact, walkable communities close to transit connections and consistent with smart growth principles. Policies contained within the proposed SYCPU Land Use and Mobility Elements would serve to promote bus transit use as well as other forms of mobility, including walking and bicycling. These measures would be consistent with the ~~SCS~~Regional Plan. Thus, no significant adverse environmental effects would result from the adoption of the proposed SYCPU in terms of consistency or conflict with the ~~RTP or SCS~~ Regional Plan.

**Consistency with Local Plans**

City of San Diego General Plan

The proposed SYCPU is intended to further express General Plan policies in the proposed SYCPU area through the provision of site-specific recommendations that implement city-wide goals and policies, address community needs, and guide zoning. The two documents work together to establish the framework for growth and development in the proposed SYCPU area. The proposed SYCPU contains eight elements, each providing neighborhood-specific goals and recommendations. These goals and recommendations would be consistent with development design guidelines, other mobility and civic guidelines, incentives, and programs in accordance with the general goals stated in the General Plan.

The SYCPU Conservation Element builds on the General Plan Conservation Element with policies tailored to conditions in San Ysidro. The SYCPU Conservation Element contains policies on how to meet the sustainability goals of the General Plan in areas that have been identified as suitable for development. SYCPU policies to help reduce GHG emissions that are also consistent with the General Plan include:

**8.1.1** Implement applicable General Plan sustainable development resource management goals and policies, as discussed in its Conservation Element and the Urban Design Element.

**8.1.4** Encourage the use of solar energy systems to supplement or replace traditional building energy systems.

**8.3.2** Implement a pattern of land uses that can be served efficiently by a multimodal transportation system that directly and indirectly minimizes air pollutants.

**8.3.4** Educate businesses and residents on the benefits of alternative modes of transportation, including public transit, walking, bicycling, car and van pooling, and teleworking.

**8.3.5** Encourage street tree and private tree planting programs throughout the community to increase absorption of carbon dioxide and pollutants.

The SYCPU Conservation Element is also responsive to state legislation calling for GHG emissions reductions to be achieved in part through coordinated land use and transportation planning, and more sustainable development practices.

Overall, the proposed SYCPU incorporates goals and policies intended to support the General Plan policies related to GHG emissions. Therefore, impacts related to consistency with the General Plan would be less than significant.

City of San Diego Climate Action Plan

The City of San Diego has adopted a CAP ~~for reducing GHG emissions~~as a Qualified GHG Reduction Plan. As discussed in Section 5.4.1.3, the City's CAP was developed for both city operations and the community to reduce GHG emissions and to begin to evaluate vulnerabilities

in the community and outline adaptation strategies. The SYCPU would implement the applicable policies included in the City of San Diego's CAP.

The CAP establishes five primary strategies for achieving the goals of the plan. Strategy 1 (Energy & Water Efficient Buildings), while this strategy primarily consists of regulatory programs, policies, and ordinances, the SYCPU includes policies to further attain the CAP goals to reduce residential building energy consumption in the Urban Design Element and the Public Facilities, Services, and Safety Element for both redevelopment (new construction) and existing development and energy efficiency upgrades. Another goal in Strategy 1 is to reduce daily per capita water consumption. The SYCPU includes policies in the Conservation Element related to water conservation, and Public Facilities, Services, & Safety Element to encourage the installation of greywater systems in residential projects to use for landscape.

Regarding Strategy 2 (Clean & Renewable Energy), the SYCPU includes discussion and a policy in the Conservation Element to encourage the use of solar energy systems to supplement or replace traditional building energy systems. Also, included in the Mobility Element is a policy to encourage use of or accommodation for emerging technologies such as car charging stations as part of future infrastructure and development projects.

Strategy 3 (Bicycling, Walking, Transit & Land Use) has a number of goals that relate to land use and planning. The SYCPU provides site specific recommendations consistent with these land use and mobility strategies. The plan update identifies neighborhood villages within Transit Priority Areas (TPAs), and the land use and zoning associated with the plan update increases the capacity for transit-supportive residential densities in the villages and identifies sites suitable to accommodate mixed-use village development, as defined in the General Plan. A TPA is an area within one-half mile of a major transit stop that is existing or planned, if the planned stop is scheduled to be completed within the planning horizon.

Action 3.1 of the CAP calls for the City to implement the General Plan's Mobility Element and the City of Villages Strategy in Transit Priority Areas to increase the use of transit. The SYCPU includes two Neighborhood Villages, which the General Plan defines as a neighborhood-oriented area with local commercial, office, and multifamily residential uses, including some structures with office or residential space above commercial space. The two Neighborhood Villages are the San Ysidro Historic Village and the Border Village District. The San Ysidro Historic Village concentrates on two areas of intensification: the area around the Beyer Trolley Station and the commercial corridor along San Ysidro Boulevard. The Border Village District centers on the commercial business along East San Ysidro Boulevard, and is within walking distance of the San Ysidro Transit Center Trolley Station.

The SYCPU takes a multi-modal approach to improving circulation and access through and within San Ysidro. These mobility policies and recommendations in the community plan build from the General Plan's Mobility Element and ultimately propose a mobility strategy that improves access to transit through better pedestrian and bicycle infrastructure that complement the increased density in the village areas.

Action 3.6 also calls for reduced commuter miles traveled. While the CAP assumes a citywide reduction in commuter miles traveled, on a community plan level, the SYCPU is consistent with this action in that it promotes effective land use to reduce the commuter miles traveled by providing mixed uses and implementing the City of Villages strategy. It also reduces VMT overall because of

the increased alternative mode shares within the TPAs. The CAP recognizes that reductions can be achieved in multiple ways and that flexibility in implementation is necessary. The annual monitoring and reporting would identify any potential deficiencies in reductions, and the CAP could be amended to address those deficiencies. Furthermore, new development within the SYCPU area that is subject to CEQA review would be subject to the CAP Consistency Checklist to ensure project consistency with the CAP.

Therefore, implementation of the SYPCU, in combination with implementation of the CAP overall, along with the CAP's annual monitoring and reporting, ensures achievement of the CAP's overall *citywide* emissions reductions, and nothing in the land uses proposed in the SYCPU would be inconsistent with the promotion of effective land use to reduce VMT, or the ability to achieve the alternative mode shares assumed in the CAP.

The primary goal of Strategy 4 (Zero Waste – Gas & Waste Management) is to divert solid waste and capture landfill methane gas emissions. This strategy is Citywide in nature; however, the SYCPU furthers this strategy by including discussion and policies in the Conservation Element that support the reuse or recycling of building material, and the required recycling facilities for private buildings, including the location of those facilities.

Strategy 5 (Climate Resiliency) calls for further analysis of the resiliency issues that face the various areas of the City. In the SYCPU, resiliency is addressed through many policies in the Conservation Element, in particular within the guidelines for street trees to reduce the heat island effect that may occur in urbanized areas. The SYCPU creates a Street Tree Plan to support the urban tree canopy in San Ysidro, as well as add to the beautification of the streetscape and enhance the urban design of paseos, pocket parks, and plazas, which will create a more friendly and active urban environment.

As mentioned above, the CAP's Monitoring and Reporting Program Measure 1.4 calls for City Staff to annually evaluate City policies, plans (including the CAP) and codes as needed to ensure the CAP reduction targets are met. Through monitoring the effectiveness of CAP actions at reducing GHG emissions, the City would be able to make adjustments to the CAP, which could include amending land use plans to reflect more aggressive strategies for GHG reduction. Therefore, the SYCPU would be consistent with and would implement the CAP.

**b. Significance of Impact**

Potential impacts related to consistency with plans adopted for the purpose of reducing GHG emissions would be less than significant.

**c. Mitigation Framework**

Impacts would be less than significant, no mitigation is required.

**d. Significance After Mitigation**

Impacts would be less than significant.

### 5.4.4.2 SYHVSP

#### a. Impacts

As the land uses which would occur within the SYHVSP would reflect the land use designations applied to the Specific Plan area by the SYCPU, the GHG emissions generated by future development of the SYCPU are accounted for in the emissions evaluate for the SYCPU. As with general development within the SYCPU, new development within the SYHVSP would comply with the ~~2013~~ 2016 Title 24 Energy Code; AB 341; and the 2013 CALGreen Code. Furthermore, the emphasis of the City's General Plan on encouraging walking and biking are some of the fundamental principles of the SYHVSP. Regarding consistency with the CAP, please refer to Section 5.4.4.1. Thus, future development within the SYHVSP would not conflict with regulations and policies aimed at reducing GHG emissions.

#### b. Significance of Impact

Potential impacts related to consistency with plans adopted for the purpose of reducing GHG emissions would be less than significant.

#### c. Mitigation Framework

Impacts would be less than significant, no mitigation is required.

#### d. Significance After Mitigation

Impacts would be less than significant.

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# 5.5 Noise

This section is based on the information and analysis presented in the Noise Technical Report for the SYCPU and SYHVSP, dated October 2015 (HELIX 2016c). The technical report is included in its entirety as Appendix E of this PEIR.

## 5.5.1 Existing Conditions

#### 5.5.1.1 SYCPU

**a. Land Uses**

**Noise-Sensitive Land Uses**

Noise-sensitive land uses (NSLUs) are land uses that may be subject to stress and/or interference from excessive noise, such as residential dwellings, transient lodging, dormitories, hospitals, educational facilities, and libraries. Industrial and commercial land uses are generally not considered sensitive to noise. NSLUs within the SYCPU area include schools, libraries, churches, residences, lodging, nursing homes, playgrounds, and parks.

**Vibration-Sensitive Land Uses**

Land uses in which ground-borne vibration could potentially interfere with operations or equipment, such as research, manufacturing, hospitals, and university research operations (Federal Transit Administration [FTA] 2006) are considered "vibration-sensitive." The degree of sensitivity depends on the specific equipment that would be affected by the ground-borne vibration. Excessive levels of ground-borne vibration of either a regular or an intermittent nature can result in annoyance to residential uses. Vibration-sensitive land uses within the SYCPU area include residential areas and hotels. High sensitivity land uses such as research operations and hospitals are generally not located within the SYCPU area. However, industrial and commercial land uses that could contain vibration sensitive equipment are located in locations along I-5, East San Ysidro Boulevard, and Beyer Boulevard.

**b. Noise Environment**

A community noise survey was conducted to document noise levels at various areas within the San Ysidro community. Eleven short-term daytime measurement locations were selected to be representative of typical conditions in the planning area. The short-term measurements show the average sound level over roughly 15-minute periods on weekdays in June and July 2015. They were primarily chosen based on proximity to important community areas, industrial uses, residences, schools, and transportation.

The community noise survey represents a range of the existing conditions, provides a representation of baseline conditions in the study area, and is used to calibrate the noise model. The sources of noise varied between sites, but the major source in most cases was from vehicular traffic.

The measured average noise levels ranged from 53 to 69 A-weighted decibels equivalent sound level (dBA $L_{EQ}$) (See Figure 5.5-1, *Ambient Noise Survey*). Most measurement sites ranged between 55 to 65 dBA $L_{EQ}$. The loudest average noise level was 68.9 dBA $L_{EQ}$. This measurement was located adjacent to West San Ysidro Boulevard which runs parallel to I-5 (Site 6). Another site measured an average noise level of 68.6 $L_{EQ}$ (Site 10). This site was located along a heavily traveled segment of Beyer Boulevard, adjacent to Blue Line ~~trolley~~Trolley. Though these measurements provide a snapshot observation of the noise environment, noise can fluctuate widely throughout the day.

**c. Mobile-source Noise**

Mobile noise sources include vehicular traffic on freeways and local streets and rail activities such as freight trains and ~~trolley~~Trolleys. The combined noise levels generated by each of these mobile-sources are illustrated in Figure 5.5-2, *Existing Transportation Noise Contours.* The noise levels are expressed in terms of CNEL. All noise contours depict the predicted noise level based on existing traffic, freight and ~~trolley~~Trolley levels, and do not reflect attenuating effects of existing features such as noise barriers, buildings, topography, and dense vegetation.

**Traffic Noise**

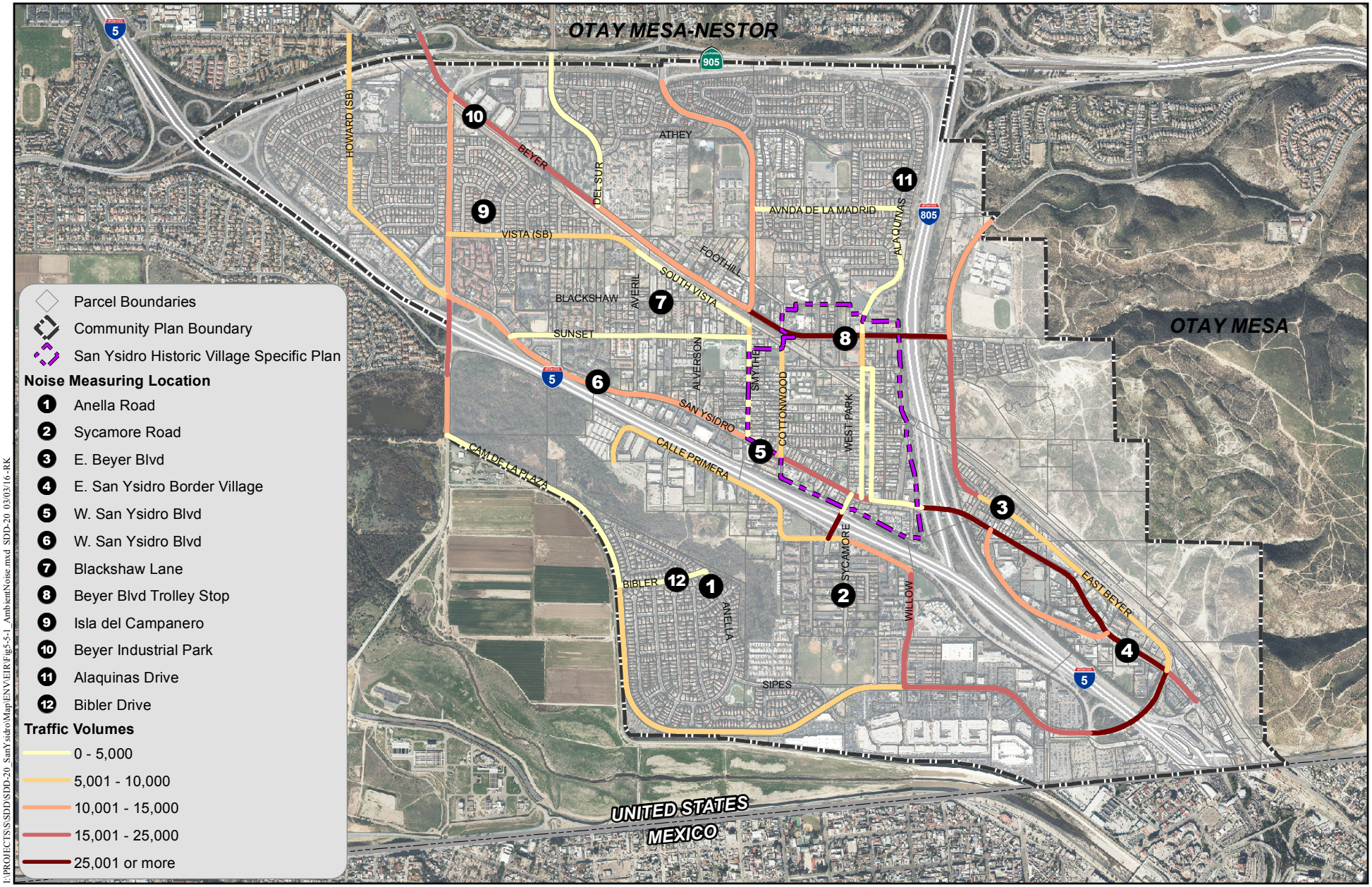
Traffic noise generated on a roadway is dependent on vehicle speed, volume, flow, percentage of vehicle types, properly functioning muffler systems, pavement type and condition. Traffic noise is also dependent on the presence of barriers, and distance between the noise source and receptor. In general, as traffic volumes increase, noise levels increase. This condition exists until there is so much traffic that flow degrades, and speeds decrease, which reduces noise levels. A heavy truck generates more noise than a car when travelling at the same speed and distance. Therefore, roads with the same amount of traffic can have higher or lower sound levels depending on the mixture of vehicles.

The roads generating the greatest traffic noise levels in the area are the I-5, I-805, and SR-905. Within the community, major traffic noise generators are associated with San Ysidro Boulevard, Beyer Boulevard, and Camino de la Plaza. The portions of the SYCPU area currently affected by noise levels that exceed 65 CNEL are generally located adjacent to freeways. In some areas along freeways, noise levels exceed 70 CNEL. Land uses in these areas include industrial, commercial, mixed-used, open space, and institutional land uses such as schools. Residential uses are currently exposed to noise levels that exceed 65 CNEL along the I-5, I-805, and SR-905 corridors including single- and multi-family residential development.

**Rail Noise**

The operation of freight trains and ~~trolley~~Trolleys on the tracks that traverse the Community Plan area generate noise that affects adjacent uses. In addition, crossing signals including bells have a localized effect on surrounding development. Freight trains and ~~trolley~~Trolleys generate high, relatively brief, intermittent noise events. Freight trains and ~~trolley~~Trolleys are equipped with horns, whistles, and bells for use in emergency situations and as a general audible warning to alert people in the vicinity of the tracks. Horns, whistles, and bells combined with stationary bells at grade crossings can generate excessive noise levels that can affect noise-sensitive land uses.

The San Diego and Imperial Valley Railroad (SDIY) is a short-line railroad linking the BNSF Railway and the Baja California Railroad (BJRR). The SDIY operates five train trips northbound and five trips a




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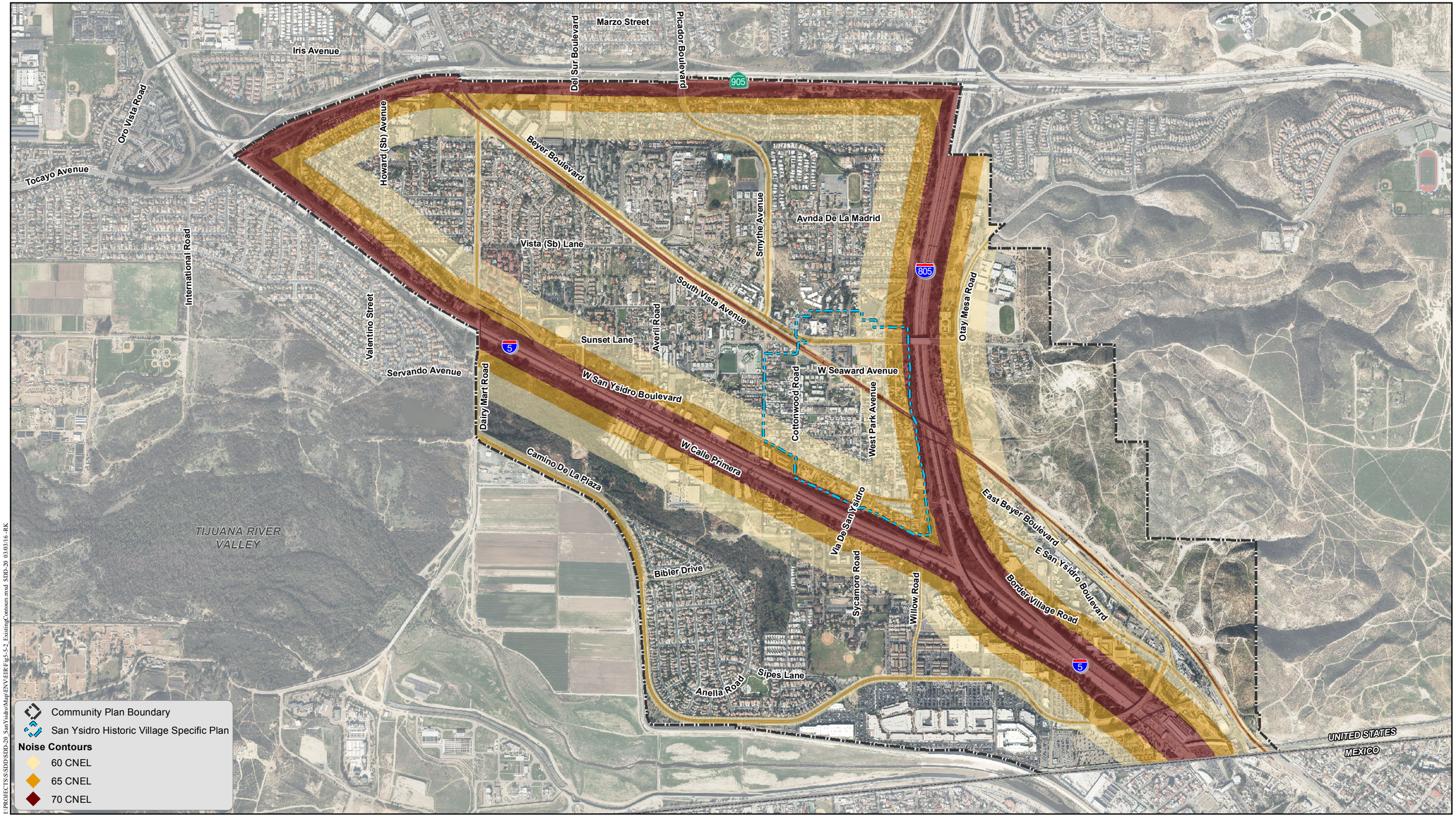
# Ambient Noise Survey

SAN YSIDRO COMMUNITY PLAN UPDATE

HELIX Environmental Planning

N 0 1,800 Feet

Figure 5.5-1




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# Existing Transportation Noise Contours

SAN YSIDRO COMMUNITY PLAN UPDATE

HELIX Environmental Planning

0 1,250 Feet

Figure 5.5-2

week southbound between 1:30 a.m. and 4:30 a.m. Five at-grade roadway crossings within the community are used by freight trains. As mentioned earlier, the crossings have warning signals and vehicular barriers which operate when a train is in the vicinity of the crossing. The modeled freight noise levels indicate that the existing noise level ranges up to approximately 60 CNEL at 50 feet. A single hourly event would register 67 dBA at 50 feet, 62 dBA at 100 feet, and 60 dBA at 150 feet.

The Blue Line ~~trolley~~Trolley operates between 4:45 a.m. and 12:30 a.m. The ~~trolley~~Trolley operates at 7.5-minute headways during rush hour periods on weekdays, 15-minute headways during non-rush hour periods, and 30-minute headways during late night periods (San Diego MTS 2011b). Noise associated with the Blue Line was derived from SANDAG's Mid-Coast Corridor project which will serve as an extension to the Blue Line north of downtown San Diego. The Mid-Coast Corridor project will utilize the same vehicles and timetables as the existing Blue Line. The modeled noise levels indicate that existing noise levels attributable to ~~trolley~~Trolley operations is approximately 60 CNEL at 25 feet from the centerline of the tracks, which is within the ~~trolley~~Trolley right-of-way (ROW).

**d. Stationary Noise**

The study area includes various stationary noise sources including parks, playgrounds, schools, and industrial and commercial activities. Noise levels from stationary sources are highly localized, and may vary during the day based on the specific activity being performed, atmospheric conditions, and other factors. These noise sources can be continuous, and may contain tonal components that may be annoying to people who live in the nearby vicinity. Stationary noise levels throughout the San Ysidro community vary greatly due to different periods of activity depending on the time of day or day of the week.

### 5.5.1.2 SYHVSP

As the SYHVSP area is located within the SYCPU area, the existing conditions described above also apply to the SYHVSP area. Noise sources specific to the SYHVSP area include traffic noise from Beyer Boulevard, and East and West San Ysidro Boulevard. Railroad tracks carrying the Blue Line ~~trolley~~Trolley and nighttime freight trains bisect the SYHVSP area diagonally from the northwest to the southeast. Noise levels in the SYHVSP area are heavily influenced by traffic noise from the I-805 freeway to the east and the I-5 freeway to the south.

### 5.5.1.3 Regulatory Framework

**a. State**

**California Noise Control Act of 1973**

Sections 46000 through 46080 of the California Health and Safety Code, known as the California Noise Control Act of 1973, find that excessive noise is a serious hazard to the public health and welfare, and that exposure to certain levels of noise can result in physiological, psychological and economic damage. The Act also finds that there is a continuous and increasing bombardment of noise in the urban, suburban and rural areas. The Act declares that the State of California has a responsibility to protect the health and welfare of its citizens by the control, prevention, and

abatement of noise. It is the policy of the state to provide an environment for all Californians free from noise that jeopardizes their health or welfare.

**California Environmental Quality Act**

Under CEQA, lead agencies are directed to assess conformance to local or other agency noise standards; measure and identify the potentially significant exposure of people to (or generation of) excessive ground-borne vibration or noise levels; and measure and identify potentially significant permanent or temporary increases in ambient noise levels. Implementation of CEQA ensures that during the decision-making stage of development, decision-makers and the public will be informed of any potentially excessive noise levels and available mitigation measures to reduce them to acceptable levels.

**California Noise Insulation Standards (California Code of Regulations Title 24)**

In 1974, the California Commission on Housing and Community Development adopted noise insulation standards for hotels, motels, dormitories and multi-family residential buildings (CBSC 2013a). Title 24 requires that residential structures be designed to prevent the intrusion of exterior noise so that the interior CNEL, with windows closed, attributable to exterior sources shall not exceed 45 dBA in any habitable room. The regulations also specify that acoustical studies must be prepared whenever a multi-family residential building or structure may be exposed to exterior noise levels of 60 dBA CNEL or greater. Such acoustical analysis must demonstrate that the residences have been designed to limit intruding noise to a maximum interior noise level of 45 dBA CNEL.

**2013 California Green Buildings Standards Code**

Section 5.507 of CALGreen (CBSC 2013b) establishes requirements for acoustical control in non-residential buildings. The standards require that wall and roof-ceiling assemblies making up the building envelope shall have a Sound Transmission Class (STC) value of at least 50, and exterior windows shall have a minimum STC of 40 or Outdoor-Indoor STC of 30 for buildings within: (1) the 65 CNEL noise contour of an airport; or (2) the 65 CNEL or LDN (Day-Night Sound Level 24-hour average) noise contour of a freeway or expressway, railroad, industrial source or fixed-guideway source. Wall and floor-ceiling assemblies separating tenant spaces and public places shall have an STC of at least 40. Additionally, Section A5.507.5 requires that classrooms have a maximum interior background noise level of no more than 45 dBA LEQ.

**b. Local**

**City of San Diego General Plan**

The Noise Element of the City of San Diego General Plan includes the following policies intended to minimize noise through standards, site planning, and noise mitigation.

1. Policy NE-A.1: Separate excessive noise-generating uses from residential and other noise-sensitive land uses with a sufficient spatial buffer of less sensitive uses.

2. Policy NE-A.2: Assure the appropriateness of proposed developments relative to existing and future noise levels by consulting the guidelines for noise-compatible land use (shown on Table NE-3) to minimize the effects on noise-sensitive land uses.

3. Policy NE-A.3: Limit future residential and other noise-sensitive land uses in areas exposed to high levels of noise.

4. Policy NE-A.4: Require an acoustical study consistent with Acoustical Study Guidelines (Table NE-4) for proposed developments in areas where the existing or future noise level exceeds or would exceed the "compatible" noise level thresholds as indicated on the Land Use - Noise Compatibility Guidelines (Table NE-3), so that noise mitigation measures can be included in the proposed project design to meet the noise guidelines.

5. Policy NE-A.5: Prepare noise studies to address existing and future noise levels from noise sources that are specific to a community when updating community plans.

In addition, the Noise Element includes Noise/Land Use Compatibility Guidelines which identify the limits for acceptable noise levels for different land use categories, as illustrated in Table 5.5-1, *City of San Diego Land Use/Noise Compatibility Guidelines.*

**TABLE 5.5-1**
**CITY OF SAN DIEGO LAND USE/NOISE COMPATIBILITY GUIDELINES[1]**

| Land Use Category | Exterior Noise Exposure (dBA CNEL) | | | | |
|---|---|---|---|---|---|
| | **<60** | **60-65** | **65-70** | **70-75** | **75+** |
| Open Space and Parks and Recreational | | | | | |
| Parks, Active and Passive Recreation | | | | | |
| Outdoor Spectator Sports, Golf Courses; Water Recreational Facilities; Indoor Recreation Facilities | | | | | |
| Agricultural | | | | | |
| Crop Raising & Farming; Community Gardens, Aquaculture, Dairies; Horticulture Nurseries & Greenhouses; Animal Raising, Maintain & Keeping; Commercial Stables | | | | | |
| Residential | | | | | |
| Single Dwelling Units; Mobile Homes | | 45 | | | |
| Multiple Dwelling Units | | 45 | 45 | | |
| Institutional | | | | | |
| Hospitals; Nursing Facilities; Intermediate Care Facilities; K-12 Educational Facilities; Libraries; Museums; Child Care Facilities | | 45 | | | |
| Other Educational Facilities including Vocational/Trade Schools and Colleges, and Universities) | | 45 | 45 | | |
| Cemeteries | | | | | |
| Retail Sales | | | | | |
| Building Supplies/Equipment; Groceries; Pets & Pet Supplies; Sundries, Pharmaceutical, & Convenience Sales; Apparel & Accessories | | | 50 | 50 | |

**TABLE 5.5-1**
**CITY OF SAN DIEGO LAND USE/NOISE COMPATIBILITY GUIDELINES[1]**
**(continued)**

| Land Use Category | Exterior Noise Exposure (dBA CNEL) | | | | |
|---|---|---|---|---|---|
| | **<60** | **60-65** | **65-70** | **70-75** | **75+** |
| Commercial Services | | | | | |
| Building Services; Business Support; Eating & Drinking; Financial Institutions; Maintenance & Repair; Personal Services; Assembly & Entertainment (includes public and religious assembly); Radio & Television Studios; Golf Course Support | | | 50 | 50 | |
| Visitor Accommodations | | 45 | 45 | 45 | |
| Offices | | | | | |
| Business & Professional; Government; Medical, Dental & Health Practitioner; Regional & Corporate Headquarters | | | 50 | 50 | |
| Vehicle and Vehicular Equipment Sales and Services Use | | | | | |
| Vehicle Repair & Maintenance; Vehicle Sales & Rentals; Vehicle Equipment & Supplies Sales & Rentals; Vehicle Parking | | | | | |
| Wholesale, Distribution, Storage Use Category | | | | | |
| Equipment & Materials Storage Yards; Moving & Storage Facilities; Warehouse; Wholesale Distribution | | | | | |
| Industrial | | | | | |
| Heavy Manufacturing; Light Manufacturing; Marine Industry; Trucking & Transportation Terminals; Mining & Extractive Industries | | | | | |
| Research & Development | | | | 50 | |

| | | | |
|---|---|---|---|
| | Compatible | Indoor Uses | Standard construction methods should attenuate exterior noise to an acceptable indoor noise level. |
| | | Outdoor Uses | Activities associated with the land use may be carried out. |
| | Conditionally Compatible | Indoor Uses | Building structure must attenuate exterior noise to the indoor noise level Conditionally indicated by the number for occupied areas. |
| | | Outdoor Uses | Feasible noise mitigation techniques should be analyzed and incorporated to make the outdoor activities acceptable |
| | Incompatible | Indoor Uses | New construction should not be undertaken. |
| | | Outdoor Uses | Severe noise interference makes outdoor activities unacceptable. |

Source: City of San Diego General Plan Noise Element 2008 (as amended in 2015)
[1] Compatible noise levels and land use definitions reflect amendments to the City's General Plan approved in 2015.

## City of San Diego Municipal Code

City of San Diego Municipal Code Chapter 5 Article 9.5, Noise Abatement and Control, declares that the making, creation, or continuance of excessive noises are detrimental to public health, comfort, convenience, safety, welfare, and prosperity of the residents of San Diego. Section 59.5.0401 establishes sound level limits. The exterior noise limits for each land use classification are summarized in Table 5.5-2, *City of San Diego Table of Applicable Limits*. One hour average sound levels

are not to exceed the applicable limit given in this table. The noise subject to these limits is defined as part of the total noise at the specified location.

Per San Diego Municipal Code Section 59.5.0404, construction noise levels measured at or beyond the property lines of any property zoned residential shall not exceed an average sound level greater than 75 dB during the 12-hour period from 7:00 a.m. to 7:00 p.m. Further, construction activity is prohibited between the hours of 7:00 p.m. of any day, and 7:00 a.m. of the following day, or on legal holidays as specified in Section 21.04 of the San Diego Municipal Code. Exceptions are allowed and subject to a permit granted by the Noise Abatement and Control Administrator.

**TABLE 5.5-2**
**CITY OF SAN DIEGO TABLE OF APPLICABLE LIMITS**

| Land Use | Time of Day | One-Hour Average Sound Level (decibels) |
|---|---|---|
| Single Family Residential | 7 a.m. to 7 p.m. | 50 |
| | 7 p.m. to 10 p.m. | 45 |
| | 10 p.m. to 7 a.m. | 40 |
| Multi-Family Residential (Up to a maximum density of 1/2000) | 7 a.m. to 7 p.m. | 55 |
| | 7 p.m. to 10 p.m. | 50 |
| | 10 p.m. to 7 a.m. | 45 |
| All other Residential | 7 a.m. to 7 p.m. | 60 |
| | 7 p.m. to 10 p.m. | 55 |
| | 10 p.m. to 7 a.m. | 50 |
| Commercial | 7 a.m. to 7 p.m. | 65 |
| | 7 p.m. to 10 p.m. | 60 |
| | 10 p.m. to 7 a.m. | 60 |
| Industrial or Agricultural | Anytime | 75 |

Source: San Diego Municipal Code Section 59.5.0401

## 5.5.2 Significance Determination Thresholds

The following thresholds are based on the City's Significance Determination Thresholds and Noise Ordinance, as applicable to the proposed project.

A significant noise impact would occur if the proposed project would:

1. Expose new development to noise levels in excess of levels identified in Table 5.5-3, *City of San Diego Traffic Noise Significance Thresholds*.

**TABLE 5.5-3**
**CITY OF SAN DIEGO TRAFFIC NOISE SIGNIFICANCE THRESHOLDS**

| Structure or Proposed Use that would be Impacted by Traffic Noise | Noise Level Limit | | General Indication of Potential Significance |
|---|---|---|---|
| | Interior Space (CNEL) | Exterior Useable Space (CNEL) | |
| Single-family detached | 45 dBA | 65 dBA | Structure or outdoor useable area is < 50 feet from the center of the closest (outside) lane on a street with existing or future average daily trips (ADTs) > 7,500 |
| Multi-family, schools, libraries, hospitals, day care, hotels, motels, parks, convalescent homes | 45 dBA | 65 dBA | |
| Offices, Churches, Business, Professional Uses | n/a | 70 dBA | Structure or outdoor usable area is < 50 feet from the center of the closest lane on a street with existing or future ADTs > 20,000 |
| Commercial, Retail, Industrial, Outdoor Spectator Sports Uses | n/a | 75 dBA | Structure or outdoor usable area is < 50 feet from the center of the closest lane on a street with existing or future ADTs > 40,000 |

Source: City 2011

2. Result in, or create, a significant permanent increase in existing noise levels. For the purposes of this analysis, a significant increase in traffic noise would be an exceedance of noise levels beyond the limits provided in Table 5.5-3 above, or if existing noise levels already exceed those levels, an increase in excess of 3 dBA over existing conditions. A substantial increase in stationary noise would occur if operational noise sources exceed the limits specified in the City Noise Ordinance.

3. Subject vibration-sensitive land uses to ground-borne vibration that exceeds the "severe" criteria, as specified by Caltrans (2013), for residences of 0.4 inches per second PPV.

4. Result in construction noise that exceeds 75 dBA $L_{EQ}$ (12 hour) at the property line of a residentially zoned property from 7:00 a.m. to 7:00 p.m. (as identified in Section 59.0404 of the City's Municipal Code) or if non-emergency construction occurs during the 12-hour period from 7:00 p.m. to 7:00 a.m.

5. 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 private airstrip, expose people residing or working in the project area to excessive noise levels.

## 5.5.3 Issue 1: Compatibility of Proposed Land Uses with City Noise Guidelines

### 5.5.3.1 SYCPU

#### a. Impacts

**Traffic Noise**

Implementation of the SYCPU would increase noise levels in the horizon year 2035 due to the increase of traffic volumes throughout the community. Future transportation, including traffic noise is shown on Figure 5.5-3, *Buildout Transportation Noise Contours*. The projected ADT for selected road segments, calculated CNEL at 100 feet from the centerline of each roadway, and the distance from the roadway centerline to the 60, 65, and 70 CNEL contours are contained in Appendix E.

Freeways such as I-5 and I-805 would continue to generate substantial amounts of traffic noise. The average distance to the 65 CNEL noise contour along I-5 would be approximately 330 to 600 feet from the freeway centerline. Along I-805, the predicted 65 CNEL contour would be approximately 400 to 450 feet from the freeway centerline. The average distance to the 65 CNEL noise contour from the SR-905 centerline would be approximately 400 to 425 feet.

A variety of noise sensitive uses would occur along local roadways within the SYCPU area where traffic noise levels would exceed 65 CNEL, when freeway noise is included. While the 65 CNEL contour along local roads may not encompass buildings, the 60 CNEL contour could affect adjacent residential structures. Beyer Boulevard's 60 CNEL contour lines would extend into residential areas including low, low-medium, and low-moderate density residential areas. Proposed community commercial with residential areas occur on the northern and eastern ends of Beyer Boulevard, including areas within the larger freeway noise contours of the SR-905 and I-805 freeways. The 60 CNEL noise contour along Smythe Avenue, north of Beyer Boulevard, would pass through low and low-medium residential areas, as well as Smythe Elementary School. Traffic on Camino de la Plaza and Dairy Mart Road would create noise levels of 60 CNEL which would affect low and low-medium density residential, and open space land uses along their rights-of-way.

In addition, the noise levels predicted throughout the San Ysidro community would be higher due to increased traffic volumes on local roadways. Noise levels up to 60 CNEL would be present along East and West San Ysidro Boulevard, Beyer Boulevard, Camino de la Plaza, Dairy Mart Road, Otay Mesa Road, and Smythe Avenue. Parcels adjacent to portions of Dairy Mart Road and West San Ysidro Boulevard would be subject to noise levels up to 70 CNEL.

Community commercial land use designations which allow residential are proposed along East and West San Ysidro Boulevard. These areas would be subject to noise levels of up to 60 CNEL from traffic noise increases. Similar land uses are proposed along Beyer Boulevard, and would be subject to noise levels ranging from 60-65 CNEL.

Noise-sensitive land uses are generally considered incompatible with outdoor noise levels of 65 to 70 CNEL. However, as indicated in Table 5.5-1, the General Plan conditionally allows multiple-family and mixed-use residential development up to 70 CNEL. Proposed noise-sensitive land uses under

the SYCPU would be primarily multi-family or mixed-use in nature. Substantial numbers of new single-family residences are not anticipated.

As indicated in Table 5.4-1, institutional uses, such as schools, are considered incompatible land uses for exterior noise exposure levels of 65 CNEL or greater. The location of these land uses would not change with the implementation of the SYCPU. No institutional sites such as schools would be affected by noise increases due to the SYCPU; however, a small portion of Smythe Elementary would be subject to noise levels of 60 CNEL. Three schools would be impacted by noise exposure from the surrounding freeways. These institutions are Nicoloff Elementary, the Beyer Elementary School site, and an adult school. La Mirada Elementary, Willow Elementary, and San Ysidro Middle School would be subject to noise exposure levels of 60 CNEL or greater due to freeway traffic increases.

**Calle Primera Extension**

The existing Community Plan calls for the extension of Calle Primera to Camino de la Plaza. The SYCPU update includes three optional alignments for the extension. The preferred alignment (Option 3) as well as Option 2 would connect to Camino de la Plaza to the north of the residential area along the east side of this roadway. Option 1 would connect to Bibler Drive within the residential area.

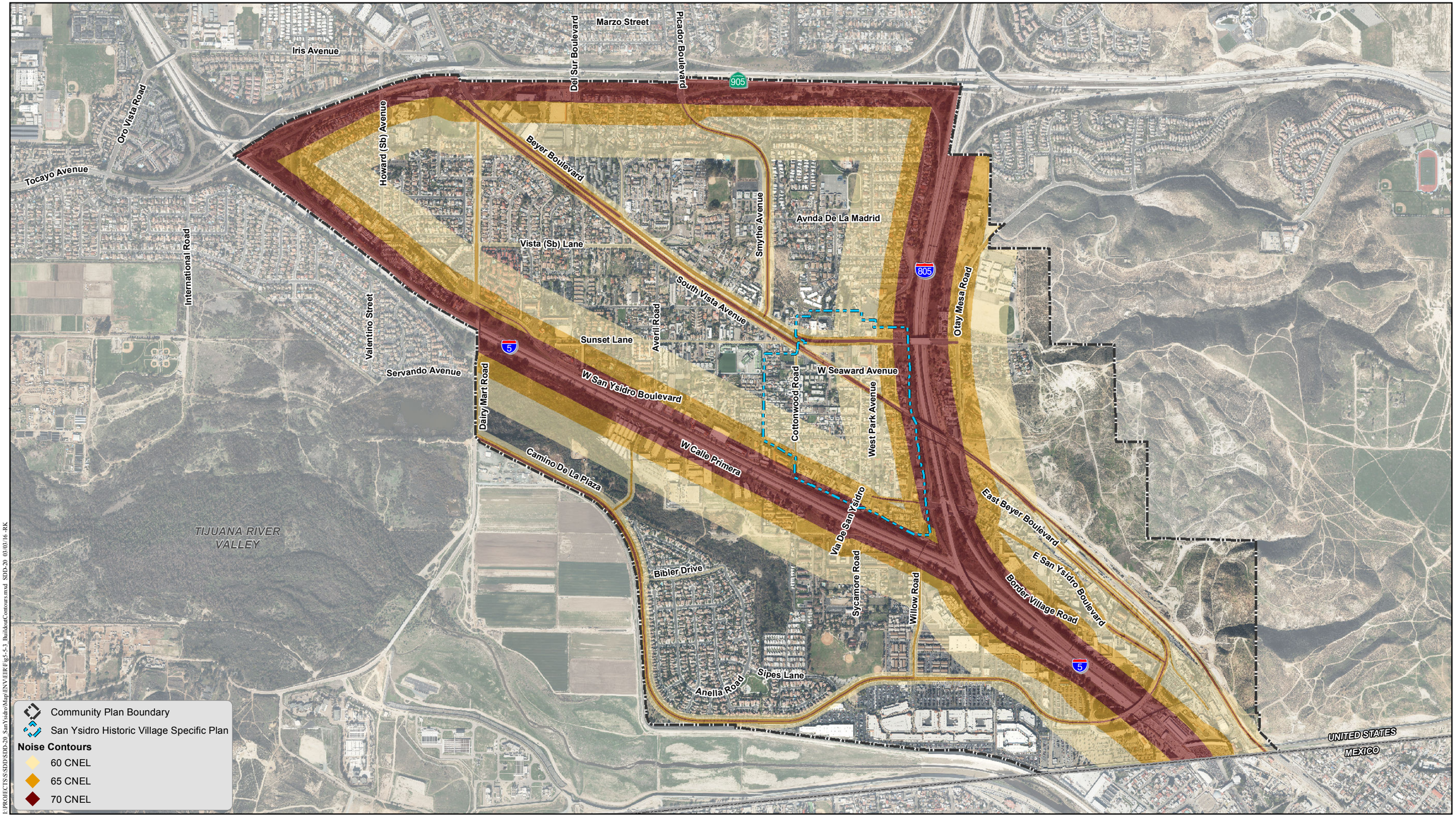
Based on an anticipated traffic volume of up to 7,000 ADT, this new segment of roadway would generate traffic levels of up to 11,400 ADT when added to the 4,400 ADT on Bibler Drive. This would create noise levels of 65 CNEL at 27 feet from the roadway centerline, and 60 CNEL at 75 feet. Thus, Option 1 would result in significant noise impacts on the existing residents along Bibler Drive. Should Option 1 be chosen, a mitigation measure to reduce noise to a level below significance would be required. This measure would include the construction of a noise wall or retrofitting existing homes. However, mitigation would not be required if appropriate measures were implemented during the initial construction of the homes.

The preferred alignment and Option 2 would generate traffic noise levels of 60 CNEL 50 feet from the roadway's proposed centerline for both Options 2 and 3. However, these options would be located sufficiently far from existing development that they would not increase noise beyond acceptable levels.

**Rail Noise**

Trolley service within the Community Plan area could increase or decrease depending on future demand and development throughout San Diego County. SANDAG's Mid-Coast Corridor project aims to have trains operating on the Blue Line at current headways upon the line's full buildout by 2035 (SANDAG 2014). Freight trains would likely operate on an as-needed basis, and would not have a fixed schedule. Future freight service could also increase or decrease depending on future demand. Therefore, noise levels and frequency would continue to vary greatly. However, using existing freight conditions and anticipated future ~~trolley~~Trolley headways, it is anticipated that rail traffic would generate noise levels of 60 CNEL 56 feet from the tracks.

Implementation of the SYCPU would change land uses in the vicinity of the tracks and stations. Community Commercial with Residential Permitted is proposed in the vicinity of the Beyer Boulevard Trolley stop, and at the northern end of the SYCPU area near the intersection of the




I:\PROJECTS\SSD\SDD-20 SanYsidro\Map\ENVEIR\Fig5-5-3 BuildoutContours.mxd SDD-20 03/03/16 -RK

# Buildout Transportation Noise Contours

SAN YSIDRO COMMUNITY PLAN UPDATE

HELIX Environmental Planning

0 1,250 Feet

Figure 5.5-3

tracks and Dairy Mart Road. Increased residential density is also proposed south of the tracks along South Vista Avenue. Community Commercial with Residential Permitted is also proposed along the Trolley tracks in the Border Village neighborhood, south of East Beyer Boulevard. As a result, the SYCPU would increase the number of sensitive noise receptors exposed to ~~trolley~~Trolley and freight train noise.

**Stationary Noise Sources**

Similar to existing conditions, future development within the Community Plan area would be subject to various stationary noise sources including noise from parks, playgrounds, schools, crowds, and commercial activities. However, enforcement of noise limits imposed by the City's Noise Ordinance would avoid significant impacts on future development from stationary sources.

**Interior Noise**

Standard construction techniques generally provide a 15 dBA reduction of exterior noise within interior space of buildings. Given this assumption, standard building construction could be assumed to maintain interior noise to levels less than 45 CNEL when exterior noise sources are 60 CNEL or less. If exterior noise levels exceed 60 CNEL, interior noise levels could potentially exceed the interior General Plan noise standard of 45 CNEL.

As discussed earlier, traffic associated with future development in accordance with the proposed SYCPU would increase noise levels to 60 CNEL along a number of community roadways including Beyer Boulevard, Camino de la Plaza, and East and West San Ysidro Boulevard. As a result, additional noise attenuation would be required to achieve or maintain interior noise levels which would not exceed 45 dBA.

**b. Significance of Impacts**

Traffic increases attributable to the implementation of the SYCPU would result in noise levels over 60 CNEL along several major roadways within the SYCPU area. Where the design of existing or future residential development would be unable to achieve interior noise levels of less than 45 dBA, significant noise impacts would occur.

**c. Mitigation Framework**

Consistent with the General Plan Policy NE-A.4, the following measure would be required to ensure that noise-sensitive land uses are not exposed to noise levels in excess of City standards.

**NOI-1:** Where new development would expose people to noise exceeding normally acceptable levels, as described below, a site-specific acoustical analysis shall be performed prior to the approval of building permits for:

- Single-family homes, senior housing, and mobile homes where exterior noise levels range between 60 and 65 CNEL;
- Multi-family homes and mixed-use/commercial and residential, where exterior noise levels range between 65 and 70 CNEL; and

- All land uses where noise levels exceed the conditionally compatible exterior noise exposure levels as defined in the City's Land Use/Noise Compatibility Guidelines.

The acoustical analysis shall be conducted to ensure that barriers, building design and/or location are capable of maintaining interior noise levels at 45 CNEL or less. Barriers may include a combination of earthen berms, masonry block, and Plexiglas. Building location may include the use of appropriate setbacks. Building design measures may include dual-pane windows, solid core exterior doors with perimeter weather stripping, and mechanical ventilation to allow windows and doors to remain closed.

**d. Significance After Mitigation**

Implementation of actions pursuant to Mitigation Measure NOI-1, along with implementation of local, state and federal noise control laws, would reduce impacts related to noise to less than significant for future development.

### 5.5.3.2 SYHVSP

**a. Impacts**

**Vehicular Noise**

Like the rest of the SYCPU area, noise levels in the SYHVSP area would be dominated by freeway noise, and overall noise levels would increase by the horizon year 2035 due to higher traffic volumes throughout the neighborhood.

Noise sensitive land uses are also within the 65 CNEL range of major roadways and freeways. Beyer Boulevard's 65 CNEL contour lines pass along residential areas including Low-Medium density, Low-Moderate residential, and Community Commercial/Residential Permitted areas. High noise levels would be also present along West San Ysidro Boulevard and Smythe Avenue. Proposed Community Commercial/Residential Permitted areas along West San Ysidro Boulevard and the east end of Beyer Boulevard would be subjected to noise levels of 65 CNEL, and 70 CNEL in some locations due to I-5 and I-805 traffic.

Proposed noise-sensitive land uses under the SYHVSP would be primarily multi-family or mixed-use in nature. Substantial numbers of new single-family residences in the SYHVSP area are not anticipated. As multi-family residential is conditionally compatible in higher noise levels (65 to 70 CNEL), it is better suited along major roadways.

No schools are located within the SYHVSP; however, the San Ysidro Health Center could experience noise levels up to 65 CNEL.

**Rail Noise**

Railroad tracks for ~~trolley~~Trolley and freight use pass through the SYHVSP area. Noise issues would be similar to the SYCPU discussion above.

**Stationary Noise Sources**

Similar to the SYCPU discussion, future development within the SYHVSP area would be subject to various stationary noise sources including noise from parks, playgrounds, schools, crowds, and commercial activities. However, enforcement of noise limits imposed by the City's Noise Control Ordinance would avoid significant impacts on future development from stationary sources.

**Interior Noise**

As discussed above, traffic associated with future development in accordance with the proposed SYHVSP would increase noise levels above 60 CNEL along a number of community roadways, including Beyer Boulevard and West San Ysidro Boulevard. As a result, additional noise attenuation would be required to achieve or maintain interior noise levels which would not exceed 45 dBA.

**b. Significance of Impact**

Traffic noise with the SYHVSP would result in noise levels over 65 CNEL along several major roadways within the plan area. Where the design of existing or future residential development would be unable to achieve interior noise levels of less than 45 dBA, significant noise impacts would occur.

**c. Mitigation Framework**

As with the SYCPU, Mitigation Measure NOI-1 would apply within the SYHVSP area.

**d. Significance After Mitigation**

As with the SYCPU, Implementation of actions pursuant to Mitigation Measure NOI-1 along with implementation of local, state and federal noise control laws would reduce impacts related to noise to less than significant for future development.

## 5.5.4 Issue 2: Substantial Noise Level Increase

### 5.5.4.1 SYCPU

**a. Impacts**

Vehicular traffic in the SYCPU area would increase with build-out under the proposed SYCPU. The future noise environment would be dominated by highway traffic noise, which would overshadow any increased traffic noise on local streets in close proximity to the freeways.

Roadway noise increases associated with future development pursuant to the proposed SYCPU are shown in Table 5.5-4, *Future Buildout (2035) Roadway Noise Levels*. Although future development would result in increases in traffic noise levels, no road segments would exceed the City's 65 CNEL threshold when freeway noise is excluded.

**TABLE 5.5-4**
**FUTURE BUILDOUT (2035) ROADWAY NOISE LEVELS[1]**

| Roadway Segment | Existing Conditions | SYCPU 2035 Build-out | | |
|---|---|---|---|---|
| | CNEL @ 100 ft. | CNEL @ 100 ft. | Change | Exceed 65 CNEL? |
| Beyer Blvd | | | | |
| SR-905 WB Off-Ramp to Dairy Mart Rd | 61.5 | 62.6 | 1.1 | No |
| Dairy Mart Rd to Del Sur Blvd | 58.5 | 61.4 | 2.9 | No |
| Del Sur Blvd to Cottonwood Rd | 56.6 | 58.4 | 1.8 | No |
| Cottonwood Rd to W. Park Ave | 57.8 | 62.4 | 4.6 | No |
| W. Park Ave to E. Beyer Blvd | 56.5 | 62.3 | 5.8 | No |
| Otay Mesa Rd | | | | |
| North of Beyer Blvd | 55.2 | 58.6 | 3.4 | No |
| E. Beyer Blvd | | | | |
| Beyer Blvd to Center St. | 50.3 | 58.5 | 8.2 | No |
| Center St. to E. San Ysidro Blvd[2] | 50.3 | 56 | 5.7 | No |
| Center St. to E. San Ysidro Blvd[2] | 53.6 | 59.2 | 5.6 | No |
| Del Sur Blvd | | | | |
| SR-905 EB Ramps to Beyer Blvd | 46.3 | 51 | 4.7 | No |
| Smythe Ave | | | | |
| SR-905 EB Ramps to Beyer Blvd | 56.4 | 59 | 2.6 | No |
| S. Vista Ave to Sunset Ln. | 50.8 | 53.5 | 2.7 | No |
| Sunset Ln. to W. San Ysidro Blvd | 43.2 | 47.7 | 4.5 | No |
| Dairy Mart Rd | | | | |
| Beyer Blvd to S. Vista Ln. | 55.4 | 56.8 | 1.4 | No |
| S. Vista Ln. to W. San Ysidro Blvd | 56.6 | 57.8 | 1.2 | No |
| W. San Ysidro Blvd to I-5 SB Ramps | 58.5 | 57.8 | -0.7 | No |
| I-5 SB Ramps to Servando Ave | 57.7 | 58.6 | 0.9 | No |
| Servando Ave to Camino de la Plaza | 58.8 | 60 | 1.2 | No |
| W. San Ysidro Blvd | | | | |
| Howard Ave to Dairy Mart Rd | 53.8 | 54.8 | 1 | No |
| Dairy Mart Rd to Sunset Ln. | 59.3 | 59.3 | 0 | No |
| Sunset Ln. to Averil Rd | 58.8 | 59 | 0.2 | No |
| Averil Rd to Smythe Ave | 55.1 | 55.4 | 0.3 | No |
| Smythe Ave to Cottonwood Rd | 56.8 | 56 | -0.8 | No |
| Cottonwood Rd to Via de San Ysidro | 56 | 57.6 | 1.6 | No |
| Via de San Ysidro to W. Park Ave | 56.7 | 58.1 | 1.4 | No |

**TABLE 5.5-4**
**FUTURE BUILDOUT (2035) ROADWAY NOISE LEVELS**
**(continued)**

| Roadway Segment | Existing Conditions | SYCPU 2035 Build-out | | |
|---|---|---|---|---|
| | CNEL @ 100 ft. | CNEL @ 100 ft. | Change | Exceed 65 CNEL? |
| E. San Ysidro Blvd | | | | |
| W. Park Ave to I-805 SB Ramps | 58.2 | 59.6 | 1.4 | No |
| I-805 SB Ramps to I-805 NB Ramps | 57.9 | 59.5 | 1.6 | No |
| I-805 NB Ramps to Border Village Rd (west) | 57.9 | 58.5 | 0.6 | No |
| Border Village Rd (west) to Border Village Rd (east) | 55.4 | 58.5 | 3.1 | No |
| Border Village Rd (east) to E. Beyer Blvd/Camino de la Plaza | 56.4 | 60.2 | 3.8 | No |
| E. Beyer Blvd/Camino de la Plaza to I-5 SB Ramps | 54.7 | 56.6 | 1.9 | No |
| Border Village Rd | | | | |
| San Ysidro Blvd to San Ysidro Blvd | 49.6 | 54.6 | 5 | No |
| Via de San Ysidro | | | | |
| W. San Ysidro Blvd to I-5 NB Ramps | 56.8 | 58.3 | 1.5 | No |
| I-5 NB Ramps to Calle Primera | 57.4 | 58.6 | 1.2 | No |
| Calle Primera | | | | |
| West of Rancho del Rio Estates | 49.6 | 54 | 4.4 | No |
| Rancho del Rio Estates to Via de San Ysidro | 49.6 | 54 | 4.4 | No |
| Via de San Ysidro to Willow Rd | 54.8 | 56.2 | 1.4 | No |
| Willow Rd | | | | |
| Calle Primera to Camino de la Plaza | 54.5 | 57 | 2.5 | No |
| Bibler Dr | | | | |
| East of Camino de la Plaza | 50.8 | 50.8 | 0 | No |
| Camino de la Plaza | | | | |
| Dairy Mart Rd to Bibler Dr | 59.9 | 61.2 | 1.3 | No |
| Bibler Dr to Willow Rd | 57.2 | 59.4 | 2.2 | No |
| Willow Rd to I-5 SB Ramp | 56 | 58.8 | 2.8 | No |
| I-5 SB Ramp to E. San Ysidro Blvd | 58.5 | 60.3 | 1.8 | No |
| Vista Ln. | | | | |
| Dairy Mart Rd to Averil Rd | 48.1 | 53.7 | 5.6 | No |
| Averil Rd to Smythe Ave | 50.1 | 51 | 0.9 | No |
| Sunset Ln. | | | | |
| W. San Ysidro Blvd to Averil Rd | 48.5 | 51 | 2.5 | No |
| Averil Rd to Smythe Ave | 48.2 | 51 | 2.8 | No |
| Cottonwood Rd | | | | |
| Sunset Ln. to W San Ysidro Blvd | 50.3 | 53.8 | 3.5 | No |

**TABLE 5.5-4**
**FUTURE BUILDOUT (2035) ROADWAY NOISE LEVELS**
**(continued)**

| Roadway Segment | Existing Conditions CNEL @ 100 ft. | SYCPU 2035 Build-out CNEL @ 100 ft. | Change | Exceed 65 CNEL? |
|---|---|---|---|---|
| W. Park Ave | | | | |
| Beyer Blvd to Seaward Ave | 51.8 | 53.5 | 1.7 | No |
| Seaward Ave to W. San Ysidro Blvd | 49.5 | 50.4 | 0.9 | No |
| E. Park Ave | | | | |
| Seaward Ave to W. San Ysidro Blvd | 47.7 | 49.8 | 2.1 | No |
| Seaward Ave | | | | |
| W. Park Ave to E. Park Ave | 48.3 | 50.5 | 2.2 | No |
| Howard Ave | | | | |
| North of W. San Ysidro Blvd | 50.5 | 52.1 | 1.6 | No |
| Avenida de la Madrid | | | | |
| Smythe Ave to Alaquinas Dr | 47.4 | 48.1 | 0.7 | No |
| Alaquinas Dr | | | | |
| Beyer Blvd to Avenida de la Madrid | 46.4 | 46.9 | 0.5 | No |

[1] Noise levels are for the individual streets only and exclude freeway noise.
[2] East Beyer Boulevard from Center Street to East San Ysidro Boulevard changes speeds in the middle of this segment. Two segments were created to display this difference.

### b. Significance of Impacts

In comparison with existing conditions, future development pursuant to the SYCPU would increase by more than 3 dBA by the year 2035 along 13 roadway segments. However, because exterior noise levels along these roadways would remain below the 65 CNEL, exclusive of freeway noise, implementation of the SYCPU would not result in a significant increase in noise levels on local roadways.

### c. Mitigation Framework

Because there would be no significant impacts with respect to traffic noise on local streets, exclusive of freeway noise, within the Community Plan area, no mitigation measures are required.

### d. Significance After Mitigation

Increases in traffic noise on local roadways from development pursuant to the SYCPU would be less than significant.

## 5.5.4.2 SYHVSP

### a. Impacts

Like the rest of the SYCPU area, vehicular traffic in the SYHVSP area would increase following the future build-out under the SYCPU. As with the SYCPU, the future noise environment would be dominated by freeway traffic noise, which would overshadow any increased traffic noise on local

streets in close proximity to the freeways. Although future development would result in increases in traffic noise levels, no road segments would exceed the City's 65 CNEL threshold.

**b. Significance of Impact**

Because traffic noise levels would remain below the 65 CNEL, implementation of the SYHVSP would not result in a significant increase in noise levels on local roadways.

**c. Mitigation Framework**

Because there would be no significant increase in traffic noise levels within the Specific Plan area, no mitigation measures are required.

**d. Significance After Mitigation**

Increases in traffic noise on local roadways from development pursuant to the SYHVSP would be less than significant.

## 5.5.5 Issue 3: Vibration Impacts

### 5.5.5.1 SYCPU

**a. Impacts**

The main concerns related to ground-borne vibration are annoyance and damage. However, vibration sensitive instruments and operations can be disrupted at much lower levels. Vibration sensitive land uses may include machinery in manufacturing and processing uses or medical laboratory equipment.

Potential sources of ground-borne vibration are the Trolley and night freight trains that which run on tracks bisecting the Community Plan area diagonally from northwest to southeast. The FTA provides screening distances for land uses that may be subject to vibration impacts from a commuter rail (FTA 2006). For Category 1 uses such as vibration-sensitive equipment, the screening distance from the right-of-way is 600 feet. For Category 2 land uses such as residences and buildings, where people would normally sleep, the screening distance is 200 feet. The screening distance for Category 3 land uses, such as institutional land uses, is 120 feet.

Land use designations proposed by the SYCPU would allow land uses associated with Categories 1, 2, and 3. Therefore, future development pursuant to the SYCPU has the potential to locate new vibration-sensitive land uses within the screening distance of the railroad tracks. New development that is proposed within the screening distance of the tracks would require further analysis to determine vibration-sensitive impacts.

**b. Significance before Mitigation**

Impacts due to ground-borne vibration could be potentially significant.

**c. Mitigation Framework**

Implementation of the following mitigation measure would reduce potential vibration-related impacts.

**NOI-2** A site-specific vibration study shall be prepared for proposed land uses within FTA screening distances for potential vibration impacts related to train activity. Proposed development shall implement recommended measures within the technical study to ensure that vibration impacts meet the FTA criteria for vibration impacts.

**d. Significance After Mitigation**

Implementation of actions pursuant to Mitigation Measure NOI-2 would reduce impacts related to vibration to less than significant for future development.

#### 5.5.5.2 SYHVSP

**a. Impacts**

The main concerns related to ground-borne vibration are similar to the SYCPU area. This includes vibration due to the ~~trolley~~Trolley and freight rail traffic. As mentioned above, the FTA provides screening distances for land uses that may be subject to vibration impacts from rail uses. Similar to the SYCPU area, future development pursuant to the SYHVSP has the potential to locate new vibration-sensitive land uses within the screening distance of the ~~trolley~~Trolley. New development that is proposed within the screening distance of the ~~trolley~~Trolley would require further analysis to determine vibration-sensitive impacts.

**b. Significance of Impact**

Impacts due to ground-borne vibration could be potentially significant.

**c. Mitigation Framework**

Implementation of Mitigation Measure NOI-2 above would reduce potential vibration-related impacts.

**d. Significance After Mitigation**

Implementation of actions pursuant to Mitigation Measure NOI-2 would reduce impacts related to vibration to less than significant for future development.

## 5.5.6 Issue 4: Construction Noise Impacts

#### 5.5.6.1 SYCPU

**a. Impacts**

Construction can be a substantial source of noise, although typically short-term. Construction is of most concern when it takes place near noise-sensitive land uses, and occurs at night or in early

morning hours. The primary noise source is the operation of heavy construction equipment and impact noise associated with blasting and pile driving. As shown in Table 5.5-5, *Typical Construction Equipment Noise Levels*, operation of construction equipment would have the potential to generate high noise levels for construction activities, depending on the type, duration, and location of the activity.

**TABLE 5.5-5**
**TYPICAL CONSTRUCTION EQUIPMENT NOISE LEVELS**

| Equipment | Typical Noise Level (dBA at 50 feet from source) |
|---|---|
| Air Compressor | 74 |
| Backhoe | 74 |
| Ground Compactor | 76 |
| Concrete Mixer Truck | 75 |
| Crane | 73 |
| Dozer | 78 |
| Grader | 81 |
| Jack Hammer | 82 |
| Front End Loader | 75 |
| Paver | 74 |
| Impact Pile Driver | 94 |
| Pumps | 78 |
| Roller | 73 |
| Scraper | 80 |
| Dump Truck | 73 |

Source: U.S. Department of Transportation Roadway Construction Noise Model, 2008.

Construction activities related to implementation of the SYCPU would not take place all at once; however, future development accommodated by the SYCPU would have the potential to temporarily generate construction noise resulting in a short-term annoyance to nearby noise sensitive land uses.

The City regulates noise associated with construction equipment and activities through enforcement of San Diego Municipal Code Section 59.5.0404 standards related to hours and days of operation. Furthermore, the City imposes conditions for approval of building or grading permits.

### b. Significance before Mitigation

Because construction noise would be regulated by the City's Municipal Code, construction noise impacts due to the implementation of the SYCPU would be less than significant.

### c. Mitigation Framework

Implementation of the SYCPU would not result in significant construction noise impacts. No mitigation is required.

**d. Significance After Mitigation**

Impacts related to construction noise would be less than significant.

#### 5.5.6.2 SYHVSP

**a. Impacts**

As noted in the SYCPU section, construction noise can be a substantial source of noise, though usually in the short-term. Construction activities related to implementation of the SYHVSP would not take place all at once; however, future development accommodated by the Specific Plan would have the potential to temporarily generate construction noise resulting in a short-term annoyance to nearby noise sensitive land uses.

As discussed earlier, the City regulates noise associated with construction equipment and activities.

**b. Significance of Impact**

Because construction noise would be regulated by the City's Municipal Code, construction noise impacts due to the implementation of the SYHVSP would be less than significant.

**c. Mitigation Framework**

Implementation of the SYCPU would not result in significant construction noise impacts. No mitigation is required.

**d. Significance After Mitigation**

Impacts related to construction noise would be less than significant.

## 5.5.7 Issue 5: Airport Noise Impacts

#### 5.5.7.1 SYCPU

**a. Impacts**

The Community Plan area is located near three airfields. NOLF Imperial Beach is located 2.1 miles west of the SYCPU area. Brown Field Municipal Airport is located 2.8 miles northeast of the plan area. Tijuana's General Abelardo L. Rodriguez International Airport is located in 2.3 miles to the southeast in Mexico. The Community Plan area is not located within the 60 CNEL noise contour of either the NOLF (Department of Defense 2011) or Brown Field (City of San Diego 2013a). According to the Noise Element of the San Diego General Plan, aircraft noise from operations at the Tijuana International Airport primarily affect open space and industrial uses adjacent to the international border in the Otay Mesa area.

**b. Significance before Mitigation**

As the Community Plan area is not affected by aircraft operation noise in excess of 60 CNEL, future development pursuant to the SYCPU would not be significantly impacted by nearby airport operations.

**c. Mitigation Framework**

Implementation of the SYCPU would not result in significant impacts from aircraft noise. Thus, no mitigation is required.

**d. Significance After Mitigation**

Impacts related to aircraft noise would be less than significant.

#### 5.5.7.2 SYHVSP

**a. Impacts**

As the SYHVSP is located within the SYCPU area, it would not lie within the 60 CNEL contour of any of the three nearby airports. Thus, future development within the SYHVSP would not be impacted by aircraft noise.

**b. Significance of Impact**

As the SYHVSP area is not affected by aircraft operation noise in excess of 60 CNEL, future development pursuant to the SYHVSP would not be significantly impacted by nearby airport operations.

**c. Mitigation Framework**

Implementation of the SYHVSP would not result in significant impacts from aircraft noise. Thus, no mitigation is required.

**d. Significance After Mitigation**

Impacts related to aircraft noise would be less than significant.

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# 5.6 Biological Resources

This section summarizes the Biological Resources Report for the SYCPU prepared in 2015 by HELIX Environmental Planning, Inc., (HELIX 2016d) and included as Appendix F of this PEIR. This section addresses the existing biological resources present in the SYCPU area; provides analyses of impacts to the biological resources associated with implementation of the SYCPU and SYHVSP, as well as three options for the extension of Calle Primera to Camino de la Plaza; and it presents the types of mitigation that would be expected to reduce the severity of biological impacts.

## 5.6.1 Existing Conditions

#### 5.6.1.1 SYCPU

**a. Botanical Resources**

**Vegetation Communities**

The SYCPU area is largely developed. As a consequence, native plant communities are localized within the plan area. The majority of the native vegetation communities occur along the western and eastern edges of the plan area. On the western edge, the native vegetation communities consist primarily of riparian community associated with the Tijuana River floodplain along Dairy Mart Road. Coastal sage scrub and maritime succulent scrub are the primary native plant communities associated with the steep slopes along the eastern portion of the plan area. The following 16 vegetation communities/land cover types are present in the SYCPU area:

- Freshwater marsh
- Mule fat scrub
- Southern arroyo willow riparian forest
- Riparian scrub
- Tamarisk scrub
- Disturbed wetland
- Unvegetated basin
- Maritime succulent scrub
- Maritime succulent scrub-disturbed
- Diegan coastal sage scrub
- Diegan coastal sage scrub-disturbed
- Saltbush scrub
- Non-native grassland
- Eucalyptus woodland

- Disturbed land
- Developed

The approximate acreages of these vegetation communities/land cover types are presented in Table 5.6-1, *Vegetation Communities/Land Cover Types in the SYCPU Area,* and shown on Figure 5.6-1, *Existing Vegetation Communities and Land Cover Types.* Each is described following Table 5.6-1.

**TABLE 5.6-1**
**VEGETATION COMMUNITIES/LAND COVER TYPES IN THE SYCPU AREA**

| Vegetation Community/ Land Cover Type | Acreage* |
|---|---|
| **Wetland Communities** | |
| Freshwater marsh | 1.5 |
| Mule fat scrub | 0.8 |
| Southern arroyo willow riparian forest | 25.4 |
| Riparian scrub | 54.7 |
| Tamarisk scrub | 0.7 |
| Disturbed wetland | 0.1 |
| Unvegetated basin | 0.4 |
| Subtotal Wetland Communities | 83.6 |
| **Upland Communities** | |
| Diegan coastal sage scrub | 5.7 |
| Diegan coastal sage scrub-disturbed | 6.6 |
| Maritime succulent scrub | 77.3 |
| Maritime succulent scrub-disturbed | 14.0 |
| Saltbush scrub | <0.1 |
| Non-native grassland | 46.1 |
| Subtotal Upland Communities | 149.7 |
| **Other Uplands** | |
| Eucalyptus woodland | 0.1 |
| Disturbed land | 45.3 |
| Developed | 1,583.8 |
| Subtotal Other Uplands | 1629.2 |
| **TOTAL** | 1,863.0 |

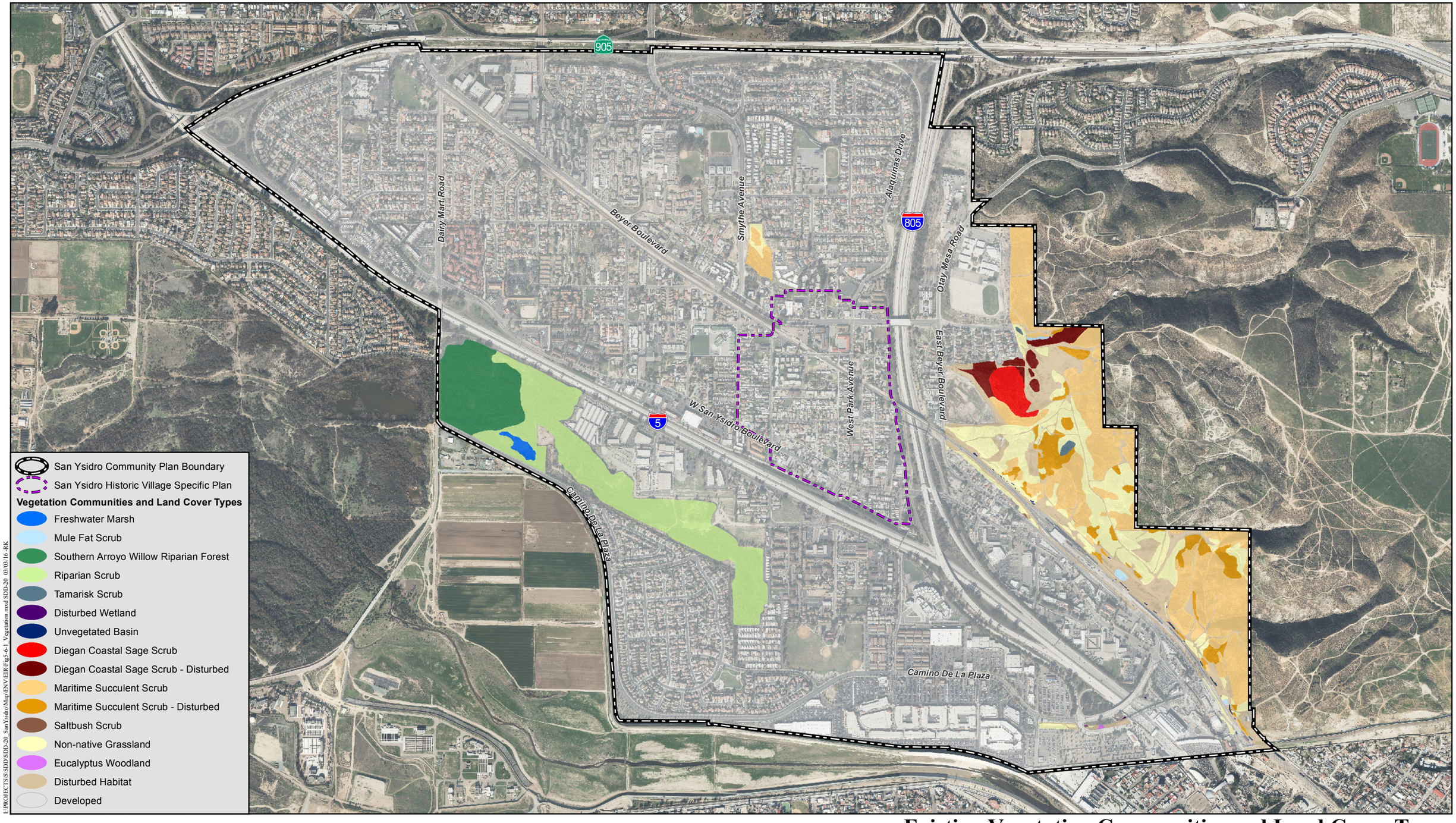
*Rounded to the nearest 0.1 acre.

Wetland Vegetation Communities

Wetlands, including riparian areas, are lands where saturation with water is the dominant factor determining the nature of soil development and the types of plant and animal communities living in the soil and on its surface. Wetlands primarily occur in the upper portion of the Tijuana estuary which extends into the southwestern portion of the SYCPU area.

*Freshwater Marsh (1.5 acres)*

Freshwater marsh is dominated by perennial, emergent monocots, which can reach heights of 12 to 15 feet. Freshwater marsh occurs north of Camino de la Plaza and east of Dairy Mart Road.




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# Existing Vegetation Communities and Land Cover Types

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Figure 5.6-1

*Mule Fat Scrub (0.8 acre)*

Mule fat scrub is riparian scrub community dominated by mule fat (Baccharis salicifolia) and maintained by frequent flooding. Mule fat scrub occurs in two areas along the western edge of the undeveloped land in the eastern portion of the SYCPU area.

*Southern Arroyo Willow Riparian Forest (25.4 acres)*

Southern arroyo willow riparian forest is a winter-deciduous community dominated by broadleaved trees and dominated by arroyo willow. This community occurs southwest of I-5 and east of Dairy Mart Road.

*Riparian Scrub (54.7 acres)*

Southern riparian scrub is dominated by small trees including willow and broom baccharis. Southern riparian scrub occurs between I-5 and Camino de la Plaza.

*Tamarisk Scrub (0.7 acre)*

Tamarisk scrub typically consists of a monoculture of any of several species of tamarisk (genus *Tamarix*) and usually occurs along intermittent streams. In the SYCPU area, tamarisk scrub occurs at the eastern terminus of Beyer Boulevard and southeast of San Ysidro Middle School.

*Disturbed Wetland (0.1 acre)*

Disturbed wetland is an area that is permanently or periodically flooded and supports native wetland plant species but that has been modified by human activity such that non-native wetland species have become established and dominant. Disturbed wetland occurs north of Camiones Way, west of I-5.

*Unvegetated Basin (0.4 acre)*

Unvegetated basins are ephemeral, water-holding basins that occur where vehicle use has severely compacted the soil when it was wet. The compacted soils allows water to pond readily even in years of low rainfall when other basins would typically be dry. Unvegetated basins are distinguished from vernal pools due to a lack of vernal pool indicator plant species. However, the ponding water makes these basins potential habitat for sensitive animal species such as the federal listed endangered San Diego fairy shrimp (*Branchinecta sandiegonensis*; that was observed in two of the basins) and potentially sensitive plant species and/or other species that are vernal pool indicators. If vernal pool indicator species were to be present, the basins would be classified as vernal pools. Unvegetated basins occur along and east of the railroad tracks east of I-805.

Upland Communities

Upland vegetation communities do not occur in wetland situations (e.g., inundated or containing saturated soils) and, in the SYCPU area, consist of several shrub and grassland communities. These communities occur primarily on the hillsides in the eastern portion of the SYCPU and at two, small locations elsewhere in the SYCPU area: (1) west of I-5 near the international border with Mexico and (2) on an undeveloped piece of land east of Smythe Avenue, south of Avenida de la Madrid.

*Diegan Coastal Sage Scrub (5.7 acres)*

Diegan coastal sage scrub is the southern form of coastal sage scrub comprised of low-growing, aromatic, drought-deciduous, soft-woody shrubs. Diegan coastal sage scrub is typically dominated by facultatively drought-deciduous species such as California sagebrush (*Artemisia californica*), California buckwheat (*Eriogonum fasciculatum*), laurel sumac (*Malosma laurina*), and black sage (*Salvia mellifera*; Oberbauer et al. 2008). In the SYCPU area, Diegan coastal sage scrub occurs south of San Ysidro Middle School and east of East Beyer Boulevard.

*Diegan Coastal Sage Scrub-disturbed (6.6 acres)*

Diegan coastal sage scrub-disturbed contains many of the same shrub species as the undisturbed community but is sparser and has a higher proportion of non-native, annual plant species. Diegan coastal sage scrub-disturbed also occurs south of San Ysidro Middle School and east of East Beyer Boulevard.

*Maritime Succulent Scrub (77.3 acres)*

Maritime succulent scrub is a low, open scrub community that is dominated by a mixture of stem and leaf succulent, drought-deciduous species that may also occur within sage scrub communities. This vegetation community typically occurs on thin, rocky, or sandy soils on steep slopes of coastal headlands and bluffs. Maritime succulent scrub occurs on the hills in the eastern portion of the SYCPU area; it also occurs on an undeveloped piece of land east of Smythe Avenue, south of Avenida de la Madrid.

*Maritime Succulent Scrub-disturbed (14.0 acres)*

Maritime succulent scrub-disturbed contains many of the same shrub species as the undisturbed community but is sparser and has a higher proportion of non-native, annual plant species. Maritime succulent scrub occurs on the hills in the eastern portion of the SYCPU area.

*Saltbush Scrub (< 0.1 acre)*

Saltbush scrub consists of usually low, grayish, microphyllous shrubs, up to three feet in height with some succulent species. Stands are typically strongly dominated by shad scale (Atriplex canescens). Saltbush scrub occurs between East Beyer Boulevard and the railroad tracks.

*Non-native Grassland (46.1 acres)*

Non-native grassland occurs as a dense to sparse cover of non-native grasses, sometimes associated with species of showy-flowered, native, annual forbs. Characteristic species in non-native grassland include oats (*Avena spp.*), red brome (*Bromus madritensis ssp. rubens*), ripgut grass (*Bromus diandrus*), ryegrass (*Lolium sp*.), and mustard (*Brassica sp.*). Non-native grassland occurs in the eastern portion of the SYCPU area; on the undeveloped piece of land east of Smythe Avenue, south of Avenida de la Madrid; and near the international border with Mexico east of Virginia Avenue.

Other Uplands

Three other land cover types are present within the SYCPU area. All result from development, encroachment, or other human disturbance.

*Eucalyptus Woodland (0.1 acre)*

Eucalyptus woodland is dominated by eucalyptus (*Eucalyptus sp*.), an introduced genus that has often been planted purposely for wind blocking, ornamental, and hardwood production purposes. Most groves are monotypic with the most common species being either the blue gum *(Eucalyptus gunnii*) or red gum (*E. camaldulensis ssp. obtusa*). Eucalyptus woodland occurs as a small stand of eucalyptus trees north of Camiones Way, west of I-5.

*Disturbed Land (45.3 acres)*

Disturbed land includes undeveloped areas modified by activities such as grading, scraping, or off-road vehicle use. Disturbed land occurs throughout the undeveloped land in the eastern portion of the SYCPU area, as well as north of Camiones Way and east of Virginia Avenue in the southern portion of the SYCPU area.

*Developed (1,583.8 acres)*

Developed land, which covers most of the SYCPU area, includes residential, commercial, institutional, industrial, and transportation land uses. Developed also includes areas of actively maintained landscaping (including public parks).

**b. Sensitive Biological Resources**

According to City of San Diego Municipal Code (Chapter 11, Article 3, Division 1) and the City's Biology Guidelines (City of San Diego 2012), sensitive biological resources refer to upland and/or wetland areas that meet any one of the following criteria:

(a) Lands that have been included in the City's Multiple Species Conservation Program (MSCP) Preserve (i.e., the Multi-habitat Planning Area [MHPA]);

(b) Wetlands;[1]

(c) Lands outside the MHPA that contain Tier I, Tier II, Tier IIIA, or Tier IIIB habitats;

(d) Lands supporting species or subspecies listed as rare, endangered, or threatened under Section 670.2 or 670.5, Title 14, California Code of Regulations, or the federal Endangered

[1] City Wetlands, specifically, are defined by the City Municipal Code (Chapter 11, Article 3, Division 1) as areas that are characterized by any of the following summarized conditions.
1. All areas persistently or periodically containing naturally occurring wetland vegetation communities;
2. Areas that have hydric soils or wetland hydrology and lack naturally occurring wetland vegetation communities; and/or
3. Areas lacking wetland vegetation communities, hydric soils, and wetland hydrology due to non-permitted filling of previously existing wetlands.

Species Act, Title 50, Code of Federal Regulations, Section 17.11 or 17.12, or candidate species under the California Code of Regulations;

(e) Lands containing habitats with MSCP Narrow Endemic species as listed in the Biology Guidelines (City of San Diego 2012); or

(f) Lands containing habitats of MSCP Covered Species as listed in the Biology Guidelines (City of San Diego 2012).

**Sensitive Vegetation Communities**

Additionally, sensitive vegetation communities are those considered rare within the region or sensitive by the CDFW and/or the City. These communities, in any form (e.g., including disturbed), are considered sensitive because they have been historically depleted, are naturally uncommon, or support sensitive species.

Upland vegetation communities are divided into five tiers of sensitivity (the first includes the most sensitive, the fifth the least sensitive) based on rarity and ecological importance (City of San Diego 2012). Tier I includes rare uplands. Tier II includes uncommon uplands. Tiers IIIA and IIIB include common uplands. Tier IV includes other uplands. Wetland communities are not assigned to a tier.

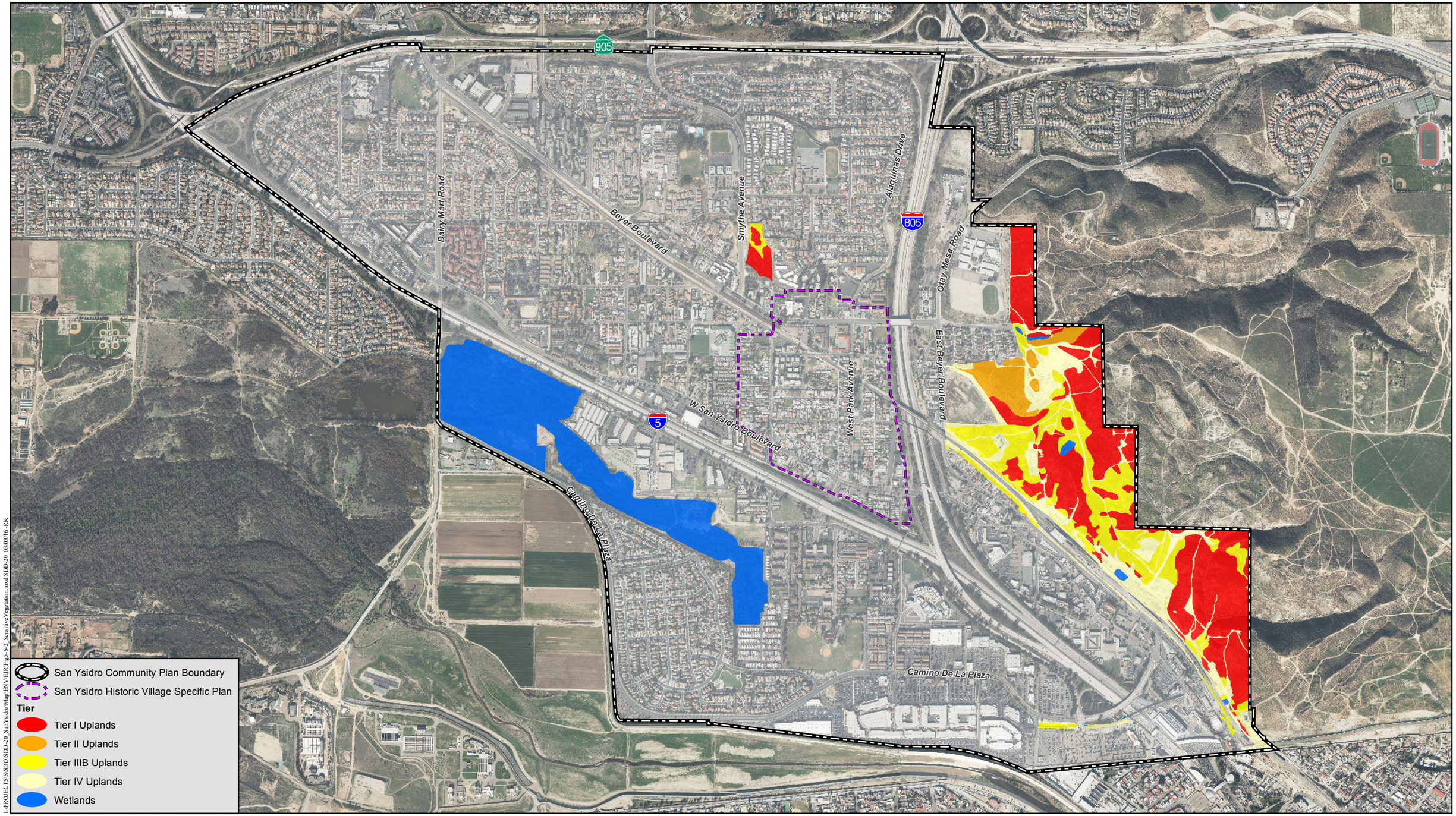
Based on the definitions of "sensitive" above, the SYCPU area supports 13 sensitive vegetation communities, as listed in Table 5.6-2, *Sensitive Vegetation Communities in the SYCPU Area,* and shown on Figure 5.6-2, *Sensitive Vegetation Communities*.

**TABLE 5.6-2**
**SENSITIVE VEGETATION COMMUNITIES IN THE SYCPU AREA**

| Vegetation Community | Tier |
|---|---|
| **Wetland Communities** | |
| Freshwater marsh | -- |
| Mule fat scrub | -- |
| Southern arroyo willow riparian forest | -- |
| Riparian scrub | -- |
| Tamarisk scrub | -- |
| Disturbed wetland | -- |
| Unvegetated basin* | -- |
| **Upland Communities** | |
| Maritime succulent scrub | Tier I |
| Maritime succulent scrub-disturbed | Tier I |
| Diegan coastal sage scrub | Tier II |
| Diegan coastal sage scrub-disturbed | Tier II |
| Saltbush scrub | Tier II** |
| Non-native grassland | Tier IIIB |

* Where unvegetated basins support San Diego fairy shrimp, they are considered sensitive. Other unvegetated basins may support listed fairy shrimp species or other listed or vernal pool indicator species, so they are conservatively considered sensitive herein, as well. If they were to support vernal pool indicator species, they would be classified as vernal pools.

** In the SYCPU area, saltbush scrub is considered a subtype of Diegan coastal sage scrub, so it has been assigned to Tier II herein.




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# Sensitive Vegetation Communities

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Figure 5.6-2

**Sensitive Plant Species**

Sensitive plant species are those that are considered federal, State, or California Native Plant Society (CNPS) rare, threatened, or endangered; MSCP Covered Species; or MSCP Narrow Endemic (NE) species (See Appendix A of the Biological Resources Report included in Appendix F of this PEIR). More specifically, if a species is designated with any of the following statuses (a-c below), it is considered sensitive per City Municipal Code (Chapter 11, Article 3, Division 1):

(a) A species or subspecies is listed as rare, endangered, or threatened under Section 670.2 or 670.5, Title 14, California Code of Regulations, or the federal Endangered Species Act, Title 50, Code of Federal Regulations, Section 17.11 or 17.12, or candidate species under the California Code of Regulations;

(b) A species is a Narrow Endemic as listed in the Biology Guidelines in the Land Development Manual (City of San Diego 2012); and/or

(c) A species is an MSCP-Covered Species as listed in the Biology Guidelines in the Land Development Manual (City of San Diego 2012).

A plant species may also be considered sensitive if it is included in the CNPS Inventory of Rare and Endangered Plants (CNPS 2015).

The sensitive plant species addressed in this section are known from the SYCPU area based on information obtained from the literature review (see Appendix F of this PEIR). Potential additional species and precise locations and numbers of sensitive species would be identified through project-level surveys for proposed future development. Table 5.6-3, S*ensitive Plant Species Observed or With Potential to Occur*, lists the sensitive plant species observed, or with potential to occur, in the SYCPU area or listed as Narrow Endemic by the City. See Table 3 in the Biological Resources Report included in Appendix F of this PEIR for more information on these species.

**TABLE 5.6-3**
**SENSITIVE OR MSCP NARROW ENDEMIC PLANT SPECIES OBSERVED OR WITH POTENTIAL TO OCCUR**

| Species | Sensitivity[1]<br><br>Federal<br>State<br>CNPS<br>City | Observations or Potential to Occur In or Near The SYCPU Area |
|---|---|---|
| San Diego thorn-mint (*Acanthomintha ilicifolia*) | FT<br>SE<br>CNPS 1B.1<br>NE | **Potential**. Occurs on clay soils in chaparral, coastal sage scrub, valley and foothill grassland, and vernal pools. CNDDB has a record along Otay Mesa Road within two miles of the site. |
| Spineshrub (*Adolphia californica*) | --<br>--<br>CNPS 2B.1<br>-- | **Observed.** Eighteen individual spineshrub were observed during surveys for the San Ysidro Railroad Yard Improvement Project in the eastern portion of the SYCPU area (HELIX 2010). |

**TABLE 5.6-3**
**SENSITIVE OR MSCP NARROW ENDEMIC PLANT SPECIES OBSERVED OR WITH POTENTIAL TO OCCUR**
**(continued)**

| Species | Sensitivity[1]<br><br>Federal<br>State<br>CNPS<br>City | Observations or Potential to Occur In or Near The SYCPU Area |
|---|---|---|
| Shaw's agave (*Agave shawii*) | --<br>--<br>CNPS 2B.1<br>NE | **No Potential**. Occurs in coastal bluff scrub and coastal sage scrub right along the coast. Suitable habitat does not occur on site. |
| San Diego bur-sage (*Ambrosia chenopodiifolia*) | --<br>--<br>CNPS 2B.1<br>-- | **Observed.** Reiser (2001) reported "thousands of shrubs…east of Beyer Boulevard and south of San Ysidro Junior High School where it is the dominant plant." Where project-specific surveys for the San Ysidro Railroad Yard Improvement Project in the SYCPU area were conducted, which is in the same area Reiser refers to; San Diego bur-sage was found throughout maritime succulent scrub and maritime succulent scrub-disturbed (HELIX 2010). |
| Singlewhorl burrobush (*Ambrosia monogyra*) | --<br>--<br>CNPS 2B.2<br>-- | **Potential.** Singlewhorl burrobush was reported to the California Natural Diversity Database (CNDDB) in 1976 along west San Ysidro Boulevard east of I-5 in an area that is now developed. |
| San Diego ambrosia (*Ambrosia pumila*) | FE<br>--<br>CNPS 1B.1<br>Covered, NE | **Potential.** Reiser (2001) does not report records of this species near the SYCPU area but does note that many reports from the Otay Valley area have proven to be the similar, non-sensitive, weak leaved burweed (*Ambrosia confertiflora*) and that some of these incorrect records are in the CNDDB. The CNDDB, however, includes a later record from 2009 for San Diego ambrosia in a creekbed in a ravine north of Otay Mesa Road, 0.5-mile northeast of San Ysidro. |
| Aphanisma (*Aphanisma blitoides*) | --<br>--<br>CNPS 1B.2<br>NE | **No Potential**. Occurs in coastal bluff scrub, coastal dunes, and sandy coastal scrub right along the coast. Suitable habitat does not occur on site. |
| Coastal dunes milk-vetch (*Astragalus tener* var. *titi*) | FE<br>SE<br>CNPS 1B.1<br>NE | **No Potential**. Occurs in coastal dunes and sandy places along the coast. Suitable habitat does not occur on site. |
| South coast saltscale (*Atriplex pacifica*) | --<br>--<br>CNPS 1B.2<br>-- | **Observed.** One known site for this species is on the periphery of the salt marsh near the mouth of the Tijuana River in Imperial Beach (Reiser 2001). Fourteen individual south coast saltscale plants were observed during surveys for the San Ysidro Railroad Yard Improvement Project in the eastern portion of the SYCPU area (HELIX 2010). |

**TABLE 5.6-3**
**SENSITIVE OR MSCP NARROW ENDEMIC PLANT SPECIES OBSERVED OR WITH POTENTIAL TO OCCUR**
**(continued)**

| Species | Sensitivity[1]<br><br>Federal<br>State<br>CNPS<br>City | Observations or Potential to Occur In or Near The SYCPU Area |
|---|---|---|
| Encinitas baccharis (*Baccharis vanessae*) | FT<br>SE<br>CNPS 1B.1<br>NE | **No Potential**. Occurs in post-fire and mature but relatively low-growing chaparral. Also found in southern maritime and southern mixed chaparrals. Site outside of the species' geographic range. No chaparral occurs on site. |
| Golden-spined cereus (*Bergerocactus emoryi*) | --<br>--<br>CNPS 2B.2<br>-- | **Potential.** Reiser (2001) reports one small colony east of Beyer Way in San Ysidro. |
| Snake cholla (*Cylindropuntia* [*Opuntia*] *californica* var. *californica*) | --<br>--<br>CNPS 1B.1<br>Covered, NE | **Observed.** Reiser (2001) reports that old biological survey reports note this species in Moody Canyon on Otay Mesa, and that the CNDDB has a record of this species "near San Ysidro." The CNDDB record for this species is from 2011 on both sides of Moody Canyon just east of San Ysidro. Moody Canyon is southeast of San Ysidro Middle School. Fourteen snake cholla were observed during surveys for the San Ysidro Railroad Yard Improvement Project in the eastern portion of the SYCPU area (HELIX 2010). |
| Otay tarplant (*Deinandra conjugens*) | FT<br>SE<br>CNPS 1B.1<br>Covered, NE | **Potential.** The CNDDB includes a record from 1998 of the species "just east of Beyer School and south of Moody Canyon, west of Otay Mesa, San Ysidro." More specifically, the location details state, "Mapped… within Beyer Park…" and "in the SE 1/4 of the SE 1/4 of section 36," which may be within the SYCPU area. |
| Orcutt's bird's-beak (*Dicranostegia orcuttiana*[*Cordylanthus orcuttianus*]) | --<br>--<br>CNPS 2B.1<br>Covered | **Observed.** Reiser (2001) states that, "the major U.S. population is found in the Otay River drainage west of I-805 to Beyer Boulevard where it is locally abundant…Scattered occurrences are found downstream." Seventy-nine Orcutt's bird's-beak plants were observed during surveys for the San Ysidro Railroad Yard Improvement Project in the eastern portion of the SYCPU area (HELIX 2010). |
| Short-leaved dudleya (*Dudleya brevifolia*) | --<br>SE<br>CNPS 1B.1<br>NE | **No Potential**. Occurs in open areas and sandstone bluffs in chamise chaparral or Torrey pine forest. Known only from Del Mar and La Jolla. |
| Variegated dudleya (*Dudleya variegata*) | --<br>--<br>CNPS 1B.2<br>Covered, NE | **Potential.** The CNDDB includes a record of this species just south of Otay Mesa Road near Moody Canyon in 1994. |

**TABLE 5.6-3**
**SENSITIVE OR MSCP NARROW ENDEMIC PLANT SPECIES OBSERVED OR WITH POTENTIAL TO OCCUR**
**(continued)**

| Species | Sensitivity[1]<br><br>Federal<br>State<br>CNPS<br>City | Observations or Potential to Occur In or Near The SYCPU Area |
|---|---|---|
| San Diego button-celery (*Eryngium aristulatum* var. *parishii*) | FE<br>SE<br>CNPS 1B.1<br>--[2] | **Potential.** The CNDDB includes a 1990 record for this species on the western edge of Otay Mesa, 0.7-mile east of the San Ysidro Academy. |
| Cliff spurge (*Euphorbia misera*) | --<br>--<br>CNPS 2B.2<br>-- | **Observed.** The CNDDB includes a 2008 record of the species on the south rim of Otay Mesa above Spring Canyon just east of the SYCPU area and another record from 2011 north and south of the lower end of Moody Canyon on the west end of Otay Mesa, just east of San Ysidro. Twenty-three individuals of this species were observed during surveys for the San Ysidro Railroad Yard Improvement Project in the eastern portion of the SYCPU area (HELIX 2010). |
| San Diego barrel cactus (*Ferocactus viridescens*) | --<br>--<br>CNPS 2B.1<br>Covered | **Observed.** The CNDDB includes a 1999 report of the species on the south rim of western Otay Mesa from I-805 to Spring Canyon. It also includes a 2010 report of the species on both sides of Moody Canyon east of San Ysidro. Nineteen individuals of this species were observed during surveys for the San Ysidro Railroad Yard Improvement Project in the eastern portion of the SYCPU area (HELIX 2010). |
| Beach goldenaster (*Heterotheca sessiliflora* ssp. *sessiliflora*) | --<br>--<br>CNPS 1B.1<br>-- | **Potential.** The CNDDB includes a 2005 record for this species in the SYCPU area, "west of the Tijuana International Border Crossing and east of Plaza Las Americas Shopping Mall." This location has since been developed. |
| California box-thorn (*Lycium californicum*) | --<br>--<br>CNPS 4.2<br>-- | **Observed.** Fifty-four individuals of this species were observed during surveys for the San Ysidro Railroad Yard Improvement Project in the eastern portion of the SYCPU area (HELIX 2010). |
| Spreading navarretia (*Navarretia fossalis*) | FT<br>--<br>CNPS 1B.1<br>--[2], NE | **Potential.** Neither Reiser (2001) nor the CNDDB include records for this species in or near the SYCPU area. This species was not observed during focused surveys for the San Ysidro Railroad Yard Improvement Project (HELIX 2010). |
| Slender cottonheads (*Nemacaulis denudata* var. *gracilis*) | --<br>--<br>CNPS 2B.2<br>-- | **Potential.** The CNDDB and Reiser (2001) report a 1903 record of this species somewhere in the vicinity of San Ysidro and the Tijuana River. |
| California Orcutt grass (*Orcuttia californica*) | FE<br>SE<br>CNPS 1B.1<br>--[2], NE | **Potential.** Reiser (2001) notes a CNDDB record for the species "one mile east of San Ysidro…0.5 mile east of the port of entry…" |

**TABLE 5.6-3**
**SENSITIVE OR MSCP NARROW ENDEMIC PLANT SPECIES OBSERVED OR WITH POTENTIAL TO OCCUR**
**(continued)**

| Species | Sensitivity[1]<br><br>Federal<br>State<br>CNPS<br>City | Observations or Potential to Occur In or Near The SYCPU Area |
|---|---|---|
| San Diego mesa mint (*Pogogyne abramsii*) | FE<br>SE<br>CNPS 1B.1<br>NE | **No Potential**. Occurs within vernal pools to the north of the site. Site is outside of the species' known range. |
| Otay mesa mint (*Pogogyne nudiuscula*) | FE<br>SE<br>CNPS 1B.1<br>--[2], NE | **Potential.** Neither Reiser (2001) nor the CNDDB include records for this species in or near the SYCPU area. This species was not observed during focused surveys for the San Ysidro Railroad Yard Improvement Project (HELIX 2010). |
| San Diego County viguiera (*Viguiera laciniata*) | --<br>--<br>CNPS 4.2<br>-- | **Observed.** Two-hundred four individuals of this species were observed during surveys for the San Ysidro Railroad Yard Improvement Project in the eastern portion of the SYCPU area (HELIX 2010). |

[1] See Appendix A in the Biological Resources Report included in Appendix F of this PEIR for an explanation of sensitivity codes.

[2] Based on a 2006 federal district court ruling that the City's MSCP Subarea Plan does not provide adequate protection for Riverside fairy shrimp, the City surrendered permit coverage for seven vernal pool species on April 20, 2010 (City of San Diego 2010). The seven species include San Diego fairy shrimp, Riverside fairy shrimp, Otay Mesa mint, San Diego mesa mint (*Pogogyne abramsii*), California Orcutt grass, San Diego button-celery, and spreading navarretia. The USFWS subsequently cancelled the permit as it applied to those seven species on May 14, 2010 (USFWS 2011). Development involving take of any of the seven vernal pool species, therefore, requires authorization from the USFWS through the federal incidental take process until the City completes a new vernal pool Habitat Conservation Plan and enters into another Implementing Agreement for a new federal Incidental Take Permit for those species.

### Sensitive Wildlife

Sensitive animal species are those that are considered federal or State threatened or endangered; MSCP Covered Species; or MSCP Narrow Endemic species (see Appendix A of the Biological Resources Report included in Appendix F of this PEIR). More specifically, if a species is designated with any of the following statuses (a-c below), it is considered sensitive per City Municipal Code (Chapter 11, Article 3, Division 1):

(a) A species or subspecies is listed as endangered or threatened under Section 670.2 or 670.5, Title 14, California Code of Regulations, or the federal Endangered Species Act, Title 50, Code of Federal Regulations, Section 17.11 or 17.12, or candidate species under the California Code of Regulations;

(b) A species is a Narrow Endemic as listed in the Biology Guidelines in the Land Development Manual (City of San Diego 2012); and/or

(c) A species is an MSCP-Covered Species as listed in the Biology Guidelines in the Land Development Manual (City of San Diego 2012).

A species may also be considered sensitive if it is included on the CDFW's Special Animals List (CDFW 2015) as a candidate for federal or State listing, State Species of Special Concern, State Watch List species, State Fully Protected species, or federal Bird of Conservation Concern (See Appendix A of the Biological Resources Report included in Appendix F of this PEIR). Generally, the principal reason an individual species or subspecies is considered sensitive is the documented or perceived decline or limitations of its population size or geographical extent and/or distribution, resulting in most cases from habitat loss.

The sensitive wildlife species addressed in this section are known from the SYCPU area based on information obtained from the literature review (see Appendix F of this PEIR), or are considered to have potential to occur based on the habitats present in the SYCPU area and the area's geographic location. Potential additional species and precise locations and numbers of sensitive wildlife species would be identified through project-level surveys for proposed future development. Table 5.6-4, *Sensitive Wildlife Species Observed or with Potential to Occur*, lists the sensitive wildlife species observed, or with potential to occur, in the SYCPU area. See Table 4 in the Biological Resources Report included in Appendix F of this PEIR for more information on these species.

**TABLE 5.6-4**
**SENSITIVE WILDLIFE SPECIES OBSERVED OR WITH POTENTIAL TO OCCUR**

| Species | Sensitivity1<br><br>Federal<br>State<br>City | Observations In or Near The SYCPU Area |
|---|---|---|
| **Invertebrates** | | |
| San Diego fairy shrimp (*Branchinecta sandiegonensis*) | FE<br>--<br>--[2] | **Observed.** San Diego fairy shrimp were detected in two unvegetated basins in the eastern portion of the SYCPU area during focused surveys for sensitive fairy shrimp in 2009/2010 that were conducted for the San Ysidro Railroad Yard Improvement Project (HELIX 2010). The species has also been mapped in the SYCPU area in the USFWS species database. |
| Riverside fairy shrimp (*Streptocephalus woottoni*) | FE<br>--<br>--[2] | **Potential.** Riverside fairy shrimp have not been reported to the CNDDB in the SYCPU area and were not detected in the eastern portion of the SYCPU area during focused surveys for sensitive fairy shrimp in 2009/2010 that were conducted for the San Ysidro Railroad Yard Improvement Project (HELIX 2010). |
| Quino checkerspot butterfly (*Euphydryas editha quino*) | FE<br>--<br>-- | **Potential.** There are no CNDDB records for this species in the SYCPU area, and it was not observed during a focused survey of the study area for the San Ysidro Railroad Yard Improvement Project (HELIX 2010). In the SYCPU area, however, all land east of I-805 is within the potential range of the Quino checkerspot in San Diego County based on the recommended survey area map in the USFWS Quino Checkerspot Butterfly Survey Guidelines (USFWS 2014). |

**TABLE 5.6-4**
**SENSITIVE WILDLIFE SPECIES OBSERVED OR WITH POTENTIAL TO OCCUR**
**(continued)**

| Species | Sensitivity1<br><br>Federal<br>State<br>City | Observations In or Near The SYCPU Area |
|---|---|---|
| **Amphibians** | | |
| Western spadefoot (*Spea hammondii*) | --<br>SSC<br>-- | **Potential**. The western spadefoot has not been reported to the CNDDB in the SYCPU area. This species was mapped for the MSCP in the SYCPU area, however. Habitat for the western spadefoot may occur in the undeveloped, eastern and western portions of the SYCPU area. |
| **Reptiles** | | |
| Belding's orange-throated whiptail (*Aspidoscelis* [*Cnemidophorus*] *hyperythrus beldingi*) | --<br>SSC<br>Covered | **Observed**. This species was reported to the CNDDB in 2005 between the international border/Tijuana River levee and the Plaza Las Americas parking lot. In 1981, it was reported south of Otay Mesa Road, 0.5-mile northeast of San Ysidro. Additionally, three individuals were observed in two locations in the eastern portion of the SYCPU area during surveys for the San Ysidro Railroad Yard Improvement Project (HELIX 2010). |
| Red-diamond rattlesnake (*Crotalus ruber*) | --<br>SSC<br>-- | **Potential**. The red-diamond rattlesnake has not been reported to the CNDDB in the SYCPU area, nor was it mapped there for the MSCP. However, potentially suitable habitat for the species occurs in the undeveloped, eastern portions of the SYCPU area. |
| Coronado skink (*Plestiodon skiltonianus interparietalis*) | --<br>SSC<br>-- | **Potential.** The Coronado skink has not been reported to the CNDDB in the SYCPU area, nor was it mapped there for the MSCP. However, potentially suitable habitat for the species occurs in the undeveloped, eastern portions of the SYCPU area. |
| Coast horned lizard (*Phrynosoma blainvillii*) | --<br>SSC<br>Covered | **Potential**. The coast horned lizard was reported to the CNDDB in 1981 (one to 10 individuals) in open areas in sage scrub south of Otay Mesa Road, 0.5-mile northeast of San Ysidro. Habitat for this species may occur in the undeveloped, eastern portion of the SYCPU area. |
| Two-striped garter snake (*Thamnophis hammondii*) | --<br>SSC<br>-- | **Potential**. The two-striped garter snake has not been reported to the CNDDB in the SYCPU area, nor was it mapped there for the MSCP. However, potentially suitable habitat for the species occurs in the undeveloped, eastern and western portions of the SYCPU area. |

**TABLE 5.6-4**
**SENSITIVE WILDLIFE SPECIES OBSERVED OR WITH POTENTIAL TO OCCUR**
**(continued)**

| Species | Sensitivity1<br><br>Federal<br>State<br>City | Observations In or Near The SYCPU Area |
|---|---|---|
| **Birds** | | |
| Cooper's hawk (*Accipiter cooperii*) | --<br>WL<br>Covered | **Potential**. The Cooper's hawk has not been reported to the CNDDB in the SYCPU area, nor was it mapped there for the MSCP. However, it was observed flying overhead during surveys for the San Ysidro Railroad Yard Improvement Project (HELIX 2010). Potentially suitable nesting and foraging habitat for the species occurs in the undeveloped, western portion of the SYCPU area; potentially suitable foraging habitat occurs in the undeveloped, eastern portion of the SYCPU area. Unitt (2004) shows records of confirmed breeding for Cooper's hawks in/near the SYCPU area. |
| Southern California rufous-crowned sparrow (*Aimophila ruficeps canescens*) | --<br>WL<br>Covered | **Potential.** There are no CNDDB records for this species in the SYCPU area; although, it was mapped there for the MSCP. Potentially suitable habitat occurs in the eastern portion of the SYCPU area. Additionally, Unitt (2004) shows probable breeding for the species in/near the SYCPU area. |
| Grasshopper sparrow (*Ammodramus savannarum*) | --<br>SSC<br>-- | **Potential.** There are no CNDDB or MSCP records for this sparrow in the SYCPU area. Unitt (2004) also does not report any records of breeding or wintering grasshopper sparrows in the SYCPU area; however, potential grassland habitat for this species does occur in the undeveloped, eastern portion of the SYCPU area. |
| Bell's sage sparrow (*Artemisiospiza belli belli*) | BCC<br>WL<br>-- | **Potential.** The Bell's sage sparrow has not been reported to the CNDDB in the SYCPU area, but it was mapped there for the MSCP. Potentially suitable habitat for the species occurs in the undeveloped, eastern portion of the SYCPU area. |
| Burrowing owl (*Athene cunicularia*) | BCC<br>SSC<br>Covered | **Potential**. There are no CNDDB records for this species in the SYCPU area; it was not mapped there for the MSCP; and it was not observed during focused surveys for the species in the study area for the San Ysidro Railroad Yard Improvement Project (HELIX 2010; or opportunistically during other surveys of the study area). Nonetheless, potential habitat for the burrowing owl occurs in the SYCPU area, and the species is well documented on Otay Mesa. |
| Coastal cactus wren (*Camphylorhynchus brunneicapillus sandiegensis*) | --<br>SSC<br>Covered | **Potential**. This species was mapped for the MSCP in the SYCPU area but has not been reported to the CNDDB there. Potentially suitable habitat for this species may occur in the undeveloped, eastern portion of the SYCPU area. |

**TABLE 5.6-4**
**SENSITIVE WILDLIFE SPECIES OBSERVED OR WITH POTENTIAL TO OCCUR**
**(continued)**

| Species | Sensitivity1<br><br>Federal<br>State<br>City | Observations In or Near The SYCPU Area |
|---|---|---|
| **Birds (cont.)** | | |
| Northern harrier (*Circus cyaneus*) | --<br>SSC<br>Covered | **Potential**. The northern harrier has not been reported to the CNDDB in the SYCPU area, nor was it mapped there for the MSCP. However, potentially suitable habitat for the species occurs in the undeveloped, eastern and western portions of the SYCPU area. Unitt (2004) shows possible breeding for northern harriers in/near the SYCPU area. |
| *Southern Willow Flycatcher (Empidonax traillii extimus)* | FE<br>SE<br>MSCP Covered | **Not Expected**. The southwestern willow flycatcher uses well developed willow riparian forest. the nearest SWWF observation in CNDDB is 10 miles away near the Sweetwater Reservoir. The SWWF is not known or expected to occur in the SYCPU area. |
| California horned lark (*Eremophila alpestris actia*) | --<br>WL<br>-- | **Potential**. There are no CNDDB records for this species in the SYCPU area, and it was not mapped there for the MSCP. Potential habitat for this species is present, however, in the undeveloped, eastern portion of the SYCPU area. |
| Yellow-breasted chat (*Icteria virens*) | --<br>SSC<br>-- | **Potential**. There are no CNDDB or MSCP records for the species in the SYCPU area. Potential habitat for this species does occur, however, in the undeveloped, western portion of the SYCPU area. |
| Loggerhead shrike (*Lanius ludovicianus*) | BCC<br>SSC<br>-- | **Potential**. There are no CNDDB records for this species in the SYCPU area, and it was not mapped there for the MSCP. Potential habitat for this species is present, however, in the undeveloped, eastern portion of the SYCPU area. |
| Coastal California gnatcatcher (*Polioptila californica californica*) | FT<br>SSC<br>Covered | **Observed**. In 1981, this species was reported to the CNDDB south of Otay Mesa Road, 0.7 mile northeast of San Ysidro. HELIX (2010) reported the gnatcatcher in five locations in the study area for the San Ysidro Railroad Yard Improvement Project in the eastern portion of the SYCPU area. The species has also been mapped in the SYCPU area for the MSCP and in the USFWS species database. |
| Yellow warbler (*Setophaga petechia*) | BCC<br>SSC<br>-- | **Potential**. There are no CNDDB or MSCP records for the yellow warbler in the SYCPU area. Potential habitat for this species does occur, however, in the undeveloped, western portion of the SYCPU area. |

**TABLE 5.6-4**
**SENSITIVE WILDLIFE SPECIES OBSERVED OR WITH POTENTIAL TO OCCUR**
**(continued)**

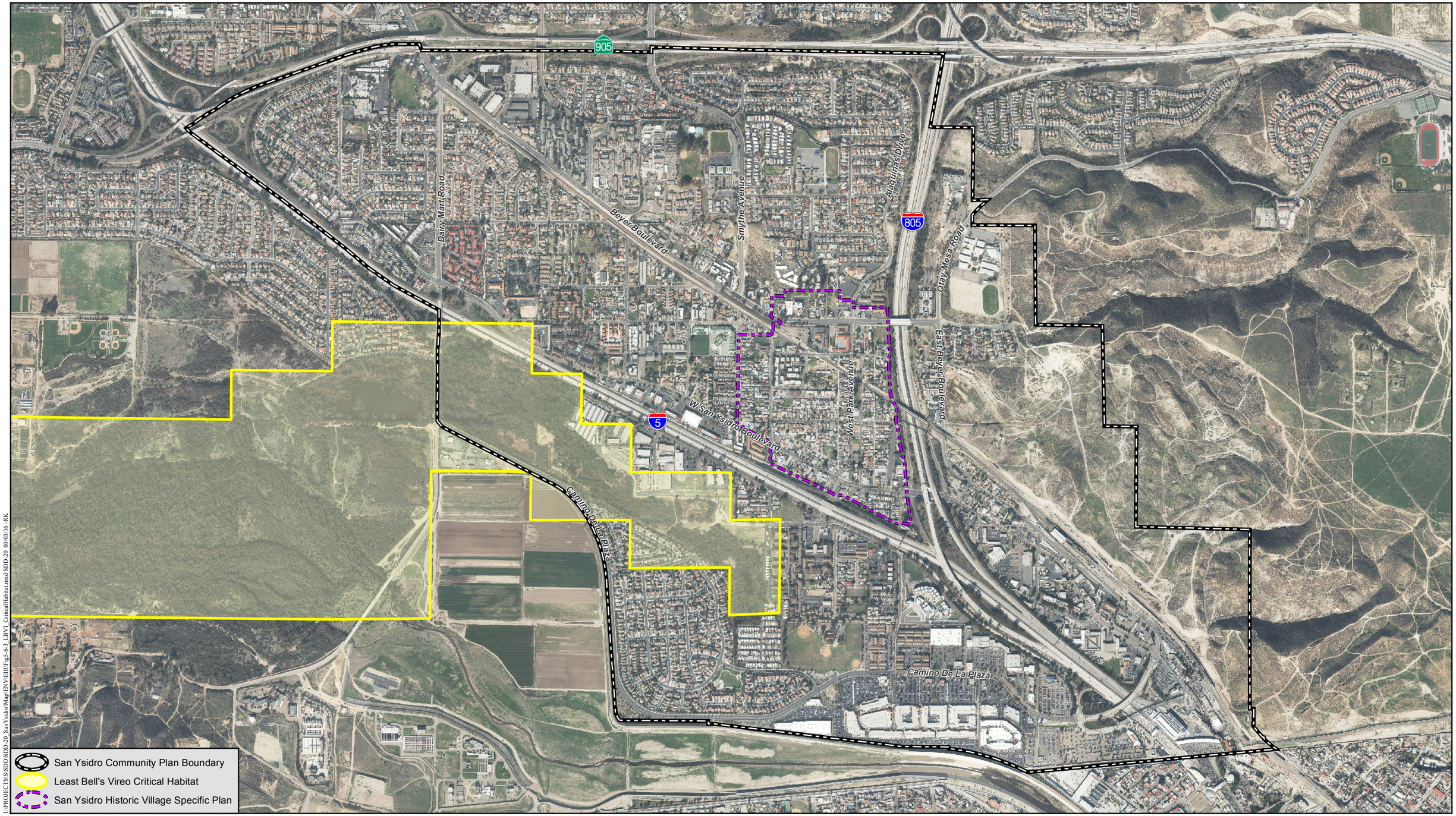
| Species | Sensitivity1<br>Federal<br>State<br>City | Observations In or Near The SYCPU Area |
|---|---|---|
| **Birds (cont.)** | | |
| Least Bell's vireo (*Vireo bellii pusillus*) | FE<br>SE<br>Covered | **Observed**. The least Bell's vireo was most recently reported to the CNDDB in/near the SYCPU area along the Tijuana River, from approximately 0.6 mile east of the Pacific Ocean east to Dairy Mart Road (west of I-5 and one mile north of the international border with Mexico). The USFWS species database also includes records of the least Bell's vireo in the SYCPU area, and critical habitat for the species has been designated by the USFWS in the western portion of the SYCPU area, generally southwest of I-5, east of Dairy Mart Road, and northeast of Camino de la Plaza (Figure 5.6-3, *Location of Least Bell's Vireo Critical Habitat*). |
| **Mammals** | | |
| Western red bat (*Lasiurus blossevillii*) | --<br>SSC<br>-- | **Potential**. This species has not been reported to the CNDDB in the SYCPU area, but it was mapped there for the MSCP. The undeveloped, western portion of the SYCPU area may provide potential roosting and foraging habitats for this species. |
| San Diego black-tailed jackrabbit (*Lepus californicus bennettii*) | --<br>SSC<br>-- | **Observed**. There are no CNDDB or MSCP records for this jackrabbit in the SYCPU area. It was observed, however, in the eastern portion of the SYCPU area during surveys for the San Ysidro Railroad Yard Improvement Project (HELIX 2010). |
| San Diego desert woodrat (*Neotoma lepida intermedia*) | --<br>SSC<br>-- | **Potential**. There are no CNDDB or MSCP records for this woodrat in the SYCPU area. However, potential habitat for this species occurs in the undeveloped, eastern portion of the SYCPU area. |

[1] See Appendix A in the Biological Resources Report included in Appendix F of this PEIR for an explanation of sensitivity codes.

[2] Based on a 2006 federal district court ruling that the City's MSCP Subarea Plan does not provide adequate protection for Riverside fairy shrimp, the City surrendered permit coverage for seven vernal pool species on April 20, 2010 (City of San Diego 2010). The seven species include San Diego fairy shrimp, Riverside fairy shrimp, Otay Mesa mint, San Diego mesa mint, California Orcutt grass, San Diego button-celery, and spreading navarretia. The USFWS subsequently cancelled the permit as it applied to those seven species on May 14, 2010 (USFWS 2011). Development involving take of any of the seven vernal pool species, therefore, requires authorization from the USFWS through the federal incidental take process until the City completes a new vernal pool Habitat Conservation Plan and enters into another Implementing Agreement for a new federal Incidental Take Permit for those species.

## Jurisdictional Waters/Wetlands

Agencies with jurisdictional authority over wetlands and other jurisdictional waters include the USACE, USFWS (if listed species are present), CDFW, (RWQCB, and the City. A detailed description of




# Location of Least Bell's Vireo Critical Habitat

SAN YSIDRO COMMUNITY PLAN UPDATE

HELIX Environmental Planning

0 1,200 Feet

Figure 5.6-3

the jurisdiction parameters of each of these agencies is included in Appendix F of this PEIR. In general, the CDFW and City have the broadest jurisdiction. The USACE's jurisdiction is normally limited to the ordinary high water mark, which is characteristically within the base of a drainage.

There are seven vegetation communities in the SYCPU area that are likely jurisdictional wetlands (southern arroyo willow riparian forest, riparian scrub, mule fat scrub, freshwater marsh, tamarisk scrub, disturbed wetland, and unvegetated basin). Additionally, the National Wetlands Inventory (USFWS 2015) shows areas mapped as "riverine," which may be jurisdictional non-wetland waters. These riverine resources occur in seven locations in the undeveloped, eastern portion of the SYCPU area, and in one location south of SR-905, west of Smythe Avenue in a developed portion of the SYCPU area. The USGS topo map for this area was also reviewed, and does not show any additional waters not shown in the National Wetlands Inventory. As jurisdictional delineations were not performed for the Biological Resources Report (Appendix F of this PEIR), only estimates can be made relative to location and extent of wetland and non-wetland waters of the U.S. and State and City wetlands. Detailed jurisdictional delineations would be performed for any future development that could encroach into potential jurisdictional areas.

**Wildlife Movement Corridors**

Regional wildlife corridors connect otherwise isolated blocks of habitat allowing movement or dispersal of plants and wildlife over a large area, and the consequent mixing of genes between populations. Local wildlife corridors allow access to resources such as food, water, and shelter within the framework of its daily routine. Wildlife movement corridors are considered sensitive by the City and resource and conservation agencies.

The remaining undeveloped land in the western portion of the SYCPU area does not connect otherwise isolated blocks of habitat. The riparian habitat in the western portion of the SYCPU area is, itself, surrounded by development and/or active agricultural land on three sides and, therefore, is mostly isolated from other habitat except to the west where it meets with Dairy Mart Pond west of Dairy Mart Road (Figure 5.6-1). This area at one time was the main flow channel for the Tijuana River, which was subjected to sand mining activities, and the river flow has been diverted to the south (beginning at the international border with Mexico) around residential and commercial development that was constructed. While this habitat area is not a regional corridor for wildlife movement, it does provide local access to resources for resident or migratory species.

The remaining undeveloped land in the eastern portion of the SYCPU also does not connect otherwise isolated blocks of habitat, although it includes a strip of MHPA. Rather, this habitat is along the western edge of a large block of habitat to the east associated with Otay Mesa, also providing local access to resources for resident or migratory species (Figure 5.6-1).

### 5.6.1.2 San Ysidro Historic Village Specific Plan

The entire SYHVSP area is developed. There are no vegetation communities, sensitive plant species, sensitive wildlife species, jurisdictional waters/wetlands, or wildlife movement corridors present in the SYHVSP area.

### 5.6.1.3 Regulatory Framework

The SYCPU and SYHVSP are both governed by the following local, State, and federal policies and regulations.

#### a. Multiple Species Conservation Program

The City, USFWS, CDFW and other local jurisdictions joined together in the late 1990s to develop the MSCP, a comprehensive program to preserve a network of habitat and open space in the region and ensure the viability of (generally) upland habitat and species, while still permitting some level of continued development. The City's MSCP Subarea Plan (1997a) was prepared pursuant to the outline developed by USFWS and CDFW to meet the requirements of the State Natural Communities Conservation Planning (NCCP) Act of 1992. Adopted by the City in March 1997, the Subarea Plan forms the basis for the MSCP Implementing Agreement which is the contract between the City, USFWS, and CDFW (City of San Diego 1997b). The Implementing Agreement ensures implementation of the Subarea Plan, and allows the City to issue "take" permits under the federal and State Endangered Species Acts to address impacts at the local level. Under the federal Endangered Species Act, an Incidental Take Permit (ITP) is required when non-federal activities would result in "take" of a threatened or endangered species. A Habitat Conservation Plan (HCP), such as the City's MSCP Subarea Plan, must accompany an application for a federal ITP. In July 1997, USFWS, CDFW, and City entered into the 50-year MSCP Implementing Agreement, wherein the City received its federal Endangered Species Act Section 10(a) ITP (City of San Diego 1997b).

Pursuant to its MSCP permit issued pursuant to Section 10(a), the City has incidental "take" authority over 85 rare, threatened, and endangered species including regionally sensitive species that it aims to conserve (i.e., "MSCP Covered Species"). "MSCP Covered" refers to species that are covered by the City's federal ITP and considered to be adequately protected within the City's Preserve, the MHPA. Special "Conditions of Coverage" apply to MSCP Covered Species that would be potentially impacted by projects including modifying project design to avoid impacts to Covered Species in the MHPA where feasible. Additionally, all projects must adhere to MSCP Subarea Plan requirements including those for boundary line adjustments (Section 1.1.1); Compatible Land Uses, General Planning Policies/Design Guidelines, and MHPA Land Use Adjacency Guidelines (Sections 1.4.1-1.4.3) as well as general and specific management policies where applicable). Additional State and federal policy, regulations, and permits may also be required for wetlands and species not covered or fully covered under the MSCP.

Since there is undeveloped land in the SYCPU area, including MHPA land, and that land supports sensitive plant and wildlife species both within and outside the MHPA, the City's MSCP Subarea Plan and Implementing Agreement are applicable to development of the SYCPU area. Further discussion of the MSCP related to the SYCPU is provided in the following subsections.

#### Vernal Pools

Under the federal Endangered Species Act, an ITP is required when non- federal activities would result in "take" of a threatened or endangered species. An ITP can be issued as a Biological Opinion under Section 7 of the federal Endangered Species Act in conjunction with a 404 permit or under Section 10(a) of the Act, which requires that an HCP accompany any applications for a federal ITP.

Take authorization for federal listed species covered in the HCP shall generally be effective upon approval of the HCP.

In October of 2006, Judge Brewster issued a Decision and Injunction [Case no. 98-CV-2234-B(JMA)] in a lawsuit filed by the Southwest Center for Biological Diversity against the USFWS over the issuance of an ITP under Section 10 of the Act to the City based upon the MSCP. The lawsuit was limited to the seven vernal pool species including two crustacean species, San Diego fairy shrimp and Riverside fairy shrimp, and five plant species: Otay mesa mint, California Orcutt grass, San Diego button-celery, San Diego mesa mint, and spreading navarretia.

The Court enjoined the City's ITP for all pending and future development projects where "take" of any of the seven vernal pool species may occur including:

- Pending applications for development of land containing vernal pool habitat;
- Projects where the City has granted permits but development had not yet occurred; and
- Future development where the permittee was engaged in the destruction of vernal pool habitat.

As a result of this ruling, numerous private and public development projects which contained vernal pool resources were enjoined. The Court determined that the City and USFWS were not providing adequate coverage under the MSCP for vernal pool species. The following are the main inadequacies identified in the ruling:

- Mitigation was not beneficial and could not be modified for the life of the permit;
- Creation of vernal pools was not always feasible due to site conditions and the difficulty with creating the proper conditions to support vernal pool flora and fauna;
- Measures to determine impact allowance was arbitrary and did not provide the same level of protection for "unnatural" vernal pools; and
- Funding was speculative.

All parties entered into mediation in 2007 which continued through 2009, when it ended in an impasse. During the mediation, it was determined that a Vernal Pool HCP should be prepared for the comprehensive protection of vernal pool resources. The City was awarded a federal Endangered Species Act Section 6 grant in 2009 for the preparation of a Vernal Pool HCP. In April 2010, the City entered into a Planning Agreement with the USFWS for the preparation of the Vernal Pool HCP. A draft Vernal Pool HCP is currently being prepared by the City in coordination with the USFWS and CDFW (Wildlife Agencies).

In April 2010, the City also relinquished federal coverage of the seven vernal pool species. In 2011, Judge Brewster vacated the 2006 ruling since the relevant portions (i.e., vernal pool species) of the City's ITP were no longer in effect. This partial relinquishment and cancellation of the ITP only applies to coverage of the seven vernal pool species; the remainder of the City's MSCP ITP was not affected. The City is still responsible for the management of vernal pool resources, including the

seven vernal pool species, owned and/or conserved through the City's permitting process. Any existing State coverage of the seven vernal pool species remains in effect.

As of the date of surrender, April 20, 2010, the City has relinquished coverage and does not rely on the City's federal ITP to authorize an incidental take of the two vernal pool wildlife species and five vernal pool plant species. Upon completion of an HCP for vernal pools, the City would enter into an Implementing Agreement (IA) in order to obtain species coverage and a federal ITP for the seven vernal pool species under Section 10(a). Incidental take authorization for projects that affect the seven vernal pool species could also be authorized through a federal Endangered Species Act Section 10(a) or through a Section 7 consultation with the USFWS, initiated as part of the 404 permit process by the USACE. A Biological Opinion is issued that serves as the ITP.

**Multi-habitat Planning Area**

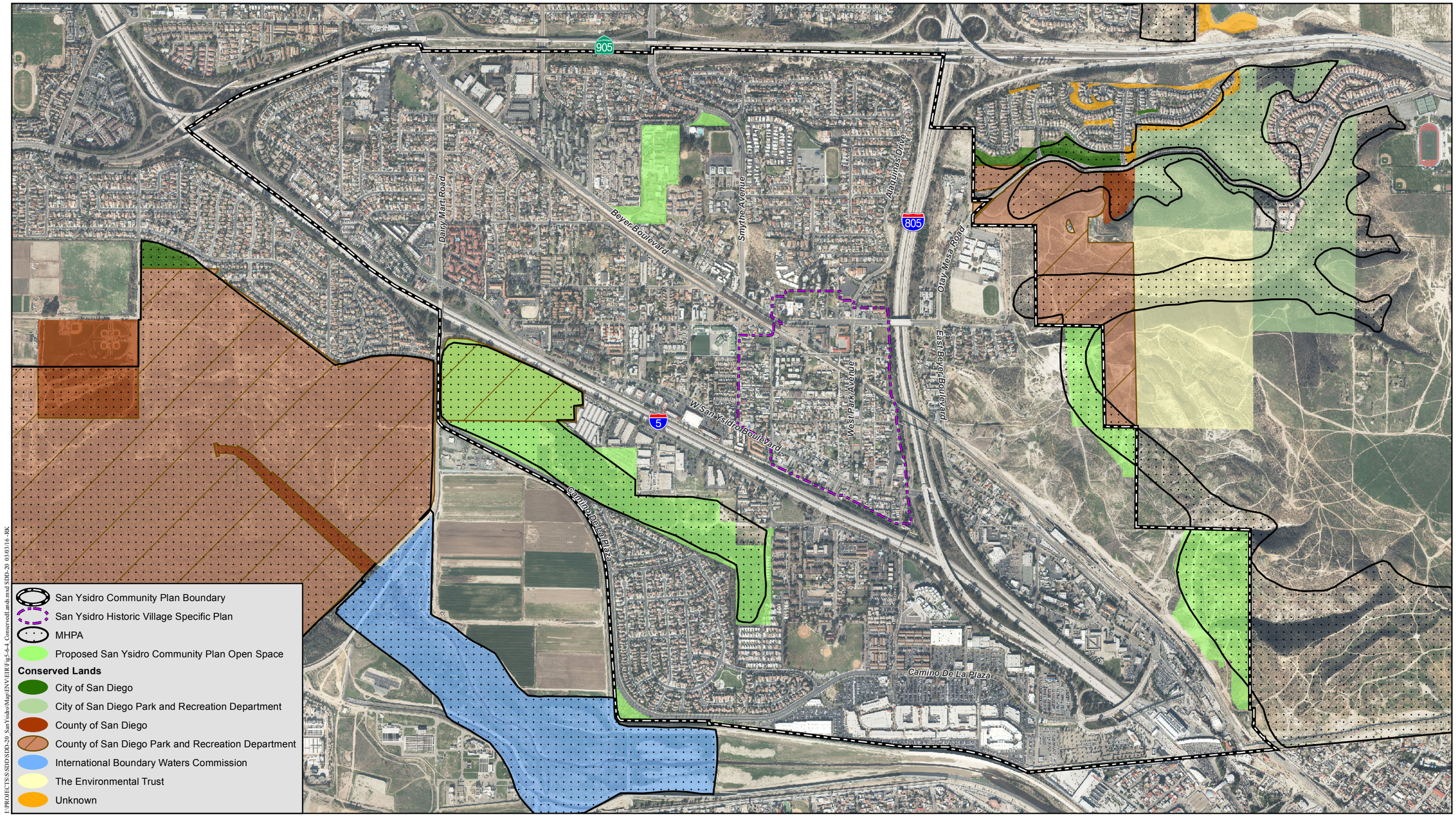
The MHPA is the area within which the permanent MSCP preserve will be assembled and managed for its biological resources. Input from responsible agencies and other interested participants resulted in adoption of the City's MHPA in 1997. The City's MHPA areas are defined by "hard-line" limits, "with limited development permitted based on the development area allowance of the OR-1-2 zone [open space residential zone]" (City of San Diego 1997a) and MSCP Subarea Plan requirements.

The MHPA consists of public and private lands, much of which has been conserved. Conserved lands shown on the SanGIS database (Figure 5.6-4, *Location of MHPA, SanGIS Conserved Lands, and Proposed Open Space*) include lands that have been set aside for mitigation or purchased for conservation. These lands may be owned by the City (i.e. dedicated lands) or other agencies, may have conservation easements, or may have other restrictions (i.e. per the City's Municipal Code Environmentally Sensitive Lands Regulations (ESL), etc.) that protect the overall quality of the resources and prohibit development.

In general, a maximum 25 percent encroachment into the MHPA is allowed for development. If 25 percent of the site is outside the MHPA, development could be restricted to this area. In addition, development is required to be located in the least sensitive area feasible. Should more than 25 percent encroachment be desired, an MHPA boundary line adjustment may be proposed. The City's MSCP Subarea Plan states that adjustments to the MHPA boundary line are permitted without the need to amend the City's Subarea Plan, provided the boundary adjustment results in an area of equivalent or higher biological value. To meet this standard, the area(s) proposed for addition to the MHPA must meet the six functional equivalency criteria set forth in Section 5.4.2 of the Final MSCP Plan (City of San Diego 1998b). All MHPA boundary line adjustments require approval by the Wildlife Agencies and approval from a City discretionary hearing body.

For parcels located outside the MHPA, "there is no limit on the encroachment into sensitive biological resources, with the exception of wetlands, and listed non-covered species' habitat (which are regulated by State and federal agencies) and narrow endemic species." However, "impacts to sensitive biological resources must be assessed and mitigation, where necessary, must be provided in conformance" with the City's ESL Ordinance, as implemented through compliance with the City's Biology Guidelines (City of San Diego 2012).

The MSCP includes management priorities to be undertaken by the City as part of its MSCP implementation requirements. Those actions identified as Priority 1 are required to be implemented




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# Location of MHPA, SanGIS Conserved Lands, and Proposed Open Space

SAN YSIDRO COMMUNITY PLAN UPDATE

HELIX Environmental Planning

0 1,200 Feet

Figure 5.6-4

by the City as a condition of the MSCP ITP to ensure that MSCP Covered Species are adequately protected. The actions identified as Priority 2 may be undertaken by the City as resources permit. This is addressed further below.

**MHPA Land Use Adjacency Guidelines**

To address the integrity of the MHPA and mitigate for indirect impacts to the MHPA, guidelines were developed to manage land uses adjacent to the MHPA. The MHPA Land Use Adjacency Guidelines are intended to be incorporated into the Mitigation Monitoring and Reporting Program and applicable permits during the development review phase of a proposed project. These guidelines address the issues of drainage, toxics, lighting, noise, barriers, invasive species, brush management, and grading/land development.

**MSCP Subarea Plan: Southern Area**

The Otay Mesa MHPA area is in the southern area of the City's overall MHPA and also includes the Otay River Valley, Tijuana Estuary, and Tijuana River Valley. The Otay Mesa MHPA includes the MHPA in the eastern portion of the SYCPU area. The Tijuana River Valley MHPA includes the MHPA in the western portion of the SYCPU area (Figure 5.6-4). The City's MSCP Subarea Plan Section 1.2.1 describes the Otay Mesa areas of the MHPA and its vision as a network of open and relatively undisturbed canyons containing a full ensemble of native species and providing functional wildlife habitat and movement capability. The City's MHPA Guidelines for Otay Mesa as described in Section 1.2.1 of the City's Subarea Plan (1997a) that may be applicable to the SYCPU area are as follows.

1. Maintain and/or provide trail access for Border Patrol use around the rim of canyons, where feasible. Motorized off-road-vehicle use in the MHPA should be prohibited except by Border Patrol, MHPA (Preserve) managers, or emergency vehicles.

2. Vernal pool areas should be preserved per adopted regulations. Where development is considered, the vernal pools should be assessed for transplantation of sensitive flora and fauna. Any wetland impacts will be mitigated for losses to meet the State and federal goal of "no net loss of wetland function and value." Mitigation should occur in accordance with requirements to be determined through the 404 and 1602 permitting process for individual projects.

In addition to the general MHPA Guidelines identified above, the City's MSCP identifies the following specific guideline for the Otay Mesa area that may be applicable to the SYCPU area:

A2. Modify street alignments to retain additional natural areas. Reduce street classifications and roadbed widths where possible to reflect reduced development.[2]

A7. Prior to any development impacts in this area, mitigation must include collecting and reseeding vernal pool species into other preserved Otay Mesa pools.

[2] Not required to be implemented per the City's MSCP Subarea Plan (City of San Diego 1997a).

In addition to the general MHPA Guidelines identified above, the City's MSCP also identifies the following specific guidelines for the Tijuana River Valley to the west that may be applicable to the SYCPU area:

A15. Maintain existing reserve (estuary) and park uses.[3]

A16. Maintain a buffer around all wetland areas.

A19. Retain and enhance, where possible, existing riparian habitat along the Tijuana River.

**MSCP Subarea Plan: General and Specific Uses, Policies, Guidelines, Directives and Objectives**

**General** – According to Section 1.4.1 of the City's Subarea Plan (1997a), the following land uses are considered conditionally compatible with the biological objectives of the MSCP and, thus, will be allowed within the City's MHPA: passive recreation, utility lines and roads in compliance with policies in Section 1.4.2, limited water facilities and other essential public facilities, limited low-density residential uses, brush management (zone 2), and limited agriculture.

Section 1.4.2 lists general planning policies and design guidelines that should be applied in the review and approval of development projects within or adjacent to the MHPA. The following guidelines may be applicable to the SYCPU area:

<u>Roads and Utilities – Construction and Maintenance Policies:</u>

1. All proposed utility lines (e.g., sewer, water, etc.) should be designed to avoid or minimize intrusion into the MHPA. These facilities should be routed through developed or developing areas rather than the MHPA, where possible. If no other routing is feasible, then the lines should follow previously existing roads, easements, rights-of-way and disturbed areas, minimizing habitat fragmentation.

2. All new development for utilities and facilities within or crossing the MHPA shall be planned, designed, located and constructed to minimize environmental impacts. All such activities must avoid disturbing the habitat of MSCP Covered species, and wetlands. If avoidance is infeasible, mitigation will be required.

3. Temporary construction areas and roads, staging areas, or permanent access roads must not disturb existing habitat unless determined to be unavoidable. All such activities must occur on existing agricultural lands or in other disturbed areas rather than in habitat. If temporary habitat disturbance is unavoidable, then restoration of, and/or mitigation for, the disturbed area after project completion will be required.

4. Construction and maintenance activities in wildlife corridors must avoid significant disruption of corridor usage. Environmental documents and mitigation monitoring and reporting programs covering such development must clearly specify how this will be achieved, and construction plans must contain all the pertinent information and be readily available to crews in the field. Training of construction crews and field workers must be conducted to ensure that all conditions are met. A responsible party must be specified.

[3] Ibid.

5. Roads in the MHPA will be limited to those identified in Community Plan Circulation Elements, collector streets essential for area circulation, and necessary maintenance/ emergency access roads. Local streets should not cross the MHPA except where needed to access isolated development areas.

6. Development of roads in canyon bottoms should be avoided whenever feasible. If an alternative location outside the MHPA is not feasible, then the road must be designed to cross the shortest length possible of the MHPA in order to minimize impacts and fragmentation of sensitive species and habitat. If roads cross the MHPA, they should provide for fully-functional wildlife movement capability. Bridges are the preferred method of providing for movement, although culverts in selected locations may be acceptable. Fencing, grading and plant cover should be provided where needed to protect and shield animals, and guide them away from roads to appropriate crossings.

7. Where possible, roads within the MHPA should be narrowed from existing design standards to minimize habitat fragmentation and disruption of wildlife movement and breeding areas. Roads must be located in lower quality habitat or disturbed areas to the extent possible.

8. For the most part, existing roads and utility lines are considered a compatible use within the MHPA and therefore will be maintained. Exceptions may occur where underutilized or duplicative road systems are determined not to be necessary as identified in the Framework Management Section 1.5.

*Fencing, Lighting, and Signage*

1. Fencing or other barriers will be used where it is determined to be the best method to achieve conservation goals and adjacent to land uses incompatible with the MHPA. For example, use chain link or cattle wire to direct wildlife to appropriate corridor crossings, natural rocks/boulders or split rail fencing to direct public access to appropriate locations, and chain link to provide added protection of certain sensitive species or habitats (e.g., vernal pools).

2. Lighting shall be designed to avoid intrusion into the MHPA and effects on wildlife. Lighting in areas of wildlife crossings should be of low sodium or similar lighting. Signage will be limited to access and litter control and educational purposes.

*Materials Storage*

1. Prohibit storage of materials (e.g., hazardous or toxic, chemicals, equipment, etc.) within the MHPA and ensure appropriate storage per applicable regulations in any areas that may impact the MHPA, especially due to potential leakage.

*Flood Control*

1. Flood control should generally be limited to existing agreements with resource agencies unless demonstrated to be needed based on a cost benefit analysis and pursuant to a restoration plan. Floodplains within the MHPA, and upstream from the MHPA if feasible,

should remain in a natural condition and configuration in order to allow for the ecological, geological, hydrological, and other natural processes to remain or be restored.

2. No berming, channelization, or man-made constraints or barriers to creek, tributary, or river flows should be allowed in any floodplain within the MHPA unless reviewed by all appropriate agencies, and adequately mitigated. Review must include impacts to upstream and downstream habitats, flood flow volumes, velocities and configurations, water availability, and changes to the water table level.

3. No riprap, concrete, or other unnatural material shall be used to stabilize river, creek, tributary, and channel banks within the MHPA. River, stream, and channel banks shall be natural, and stabilized where necessary with willows and other appropriate native plantings. Rock gabions may be used where necessary to dissipate flows and should incorporate design features to ensure wildlife movement.

Section 1.5.1 sets management goals and objectives that apply throughout the Subarea Plan Area. According to Section 1.5.1, the overarching MSCP goal is to maintain and enhance biological diversity in the region and conserve viable populations of endangered, threatened, and key sensitive species and their habitats, thereby preventing local extirpation and ultimate extinction, and minimizing the need for future listings, while enabling economic growth in the region.

In order to assure that the goal of the MHPA is attained and fulfilled, management objectives for the City of San Diego MHPA are as follows:

1. To ensure the long-term viability and sustainability of native ecosystem function and natural processes throughout the MHPA.

2. To protect the existing and restored biological resources from intense or disturbing activities within and adjacent to the MHPA while accommodating compatible public recreational uses.

3. To enhance and restore, where feasible, the full range of native plant associations in strategic locations and functional wildlife connections to adjoining habitat in order to provide viable wildlife and sensitive species habitat.

4. To facilitate monitoring of selected target species, habitats, and linkages in order to ensure long-term persistence of viable populations of priority plant and animal species and to ensure functional habitats and linkages.

5. To provide for flexible management of the preserve that can adapt to changing circumstances to achieve the above objectives.

In support of those objectives, Section 1.5.2 of the Subarea Plan provides general management directives that apply throughout the Subarea Plan area. There are several directives related to placement of trails, trail fencing and signage, but those wouldn't apply since the SYCPU only includes sidewalks along existing roads. The Subarea Plan also contains ongoing maintenance directives including manure removal on equestrian trails, trash removal, penalties for dumping, hazardous materials storage, removal of illegal structures, educating residents about the MHPA, and several

directives related to invasive species removal and flood control maintenance. These would be ongoing operational issues that would not be affected by a community plan update.

**MSCP Subarea Plan: Specific Uses, Policies, Guidelines, Directives and Objectives for Otay Mesa**

Section 1.5.3 of the City's Subarea Plan (1997a) describes the specific management policies and directives for the Otay Mesa area. The major issues that require consideration for management in the Otay Mesa area include the following, in order of priority, as excerpted from Section 1.5.3 of the Subarea Plan:

- Intense land uses and activities adjacent to and in MSCP Covered species habitat and linkages;
- Off-road-vehicle activity;
- Dumping, litter, and vandalism;
- Enhancement and restoration needs;
- Exotic (non-native), invasive plants and animals;
- Illegal immigration and Border Patrol activities; and
- Utility, facility and road repair, construction, and maintenance activities.

MSCP Subarea Plan: Overall Management Policies and Directives for Otay Mesa

*General Policies*

General Policies for Otay Mesa contained in Section 1.5.3 of the MSCP Subarea Plan include:

Priority 1:

1. No unauthorized motorized vehicles except Border Patrol, MHPA managers, maintenance personnel, or emergency vehicles will be allowed on any trails or off- trail in the MHPA. The Border Patrol should restrict vehicles to the existing access roads as much as feasible, to avoid disturbance of habitat.
2. Remove all trash, hazardous materials, and vehicles from the MHPA prior to transfer from private to public ownership and/or management. If hazardous materials remain, these areas should be signed to indicate their locations, and made off-limits to people.
3. Inventory vernal pool areas within the Otay Mesa area for sensitive and target species where not previously or recently done, and assess for enhancement/restoration needs or opportunities, general status, and potential threats.

Priority 2:

1. Assess vernal pool areas proposed for development (e.g., approved development projects or proposed regional transportation facilities such as SR-905 and SR-125) for transplantation of sensitive plants and soils containing seedbanks of sensitive flora and fauna. Include in mitigation programs arrangements for proper timing of soil and plant removal, proper storage if necessary, and appropriate timing of enhancement/restoration efforts, including transplantation.

Specific Management Directives for Otay Mesa

Specific Management Directives for Otay Mesa contained in Section 1.5.3 of the MSCP Subarea Plan that may be applicable to the SYCPU area are identified as follows:

*Southern Otay Mesa*

Priority 1:

1. Continuous coordination with the U.S. Border Patrol will be necessary to ensure continued awareness of the MHPA and cooperation in maintenance. The presence of the Border Patrol in this area should help to make the MHPA safe for visitors. If possible, improve coordination with the U.S. Border Patrol to aid in the identification and prevention of vandalism, off-road vehicle use, dumping, and other disturbances to habitat.

Priority 2:

1. Provide educational materials and training on the MSCP and on native wildlife to U.S. Border Patrol agents and other public agency personnel working in the Otay Mesa border area to encourage sensitive behavior towards wildlife and its habitat, and to discourage unnecessary off-road vehicle use in sensitive areas.

2. Ensure that the night lighting along the border intrudes as little as possible on lands in the interior of the MHPA.

*MSCP Subarea Plan: Specific Management Policies and Directives for the Tijuana River Valley*

Section 1.5.5 of the City's Subarea Plan (1997a) describes the specific management policies and directives for the Tijuana River Valley. The major issues that require consideration for management in the Tijuana River Valley include the following, in order of priority, as excerpted from Section 1.5.5 of the Subarea Plan and that may apply to the SYCPU area include:

- Intense land uses and activities adjacent to and in MSCP Covered species habitat and linkages;

- Water quality, including sewage, agriculture and urban runoff, and erosion and sedimentation;

- Dumping, litter, and vandalism;

- Exotic (non-native), invasive plants and animals;
- Illegal immigration and Border Patrol activities;
- Enhancement and restoration needs;
- Flood control; and
- Utility, facility and road repair, construction, and maintenance activities.

MSCP Subarea Plan: Overall Management Policies and Directives for the Tijuana River Valley

*General Policies*

General Policies for the Tijuana River Valley contained in Section 1.5.5 of the MSCP Subarea Plan that may be applicable to the SYCPU area include:

Priority 1:

1. Contain active recreational uses planned for the valley in areas determined appropriate for such activities by the County's Regional Park plan. Avoid locating active recreational uses within core habitat or in areas containing MSCP Covered species. Do not use invasive non-native species to landscape recreational or other areas of the Regional Park. Restrict lighting at night of recreational areas within the Tijuana River Valley area, or if this is infeasible due to vandalism, then shield natural habitat areas from lighting.

2. Prohibit off-road vehicle activity in the valley and on the mesas in order to avoid further destruction of sensitive habitats and to reduce the effects of noise, dust and sedimentation on sensitive species, wetlands, and adjacent residents.

3. Require lessees to properly, and in a timely manner, dispose of all litter located on each leasehold, whether self-generated or not, unless other arrangements with the County or other public landowners have been made.

4. Prevent dumping of construction debris, trash and other materials and actively enforce with a joint City/County/other agencies enforcement program. Institute the program in concert with local users of the valley reporting in a "Neighborhood Watch" type program.

5. Restrict sand mining on the valley floor to removal in the existing pilot channel if determined necessary for flood control, and in the future for potential water treatment ponding systems in the far eastern portion of the valley if they not interfere with sensitive species habitat.

6. Flood control in the Tijuana River Valley is limited to existing agreements with resources agencies that allow clearing or sand removal within existing low-flow or pilot channel(s), and any flood control projects resulting from the 1994 BSI Consultants "Tijuana River Valley Flood Control and Infrastructure Study." Any flood control facility must be consistent with City, State, and Federal Emergency Management Agency regulations and be designed and constructed to maintain riparian and wetland ecosystems within the channel and the valley.

7. Organize clean-up crews for the maintenance of equestrian trails with the lead taken by the County Parks and Recreation Department, in conjunction with horse rental stables and local equestrians and clubs.

8. Remove invasive non-native plants pursuant to general management directive.

Specific Management Directives for the Tijuana River Valley

Specific Management Directives for the Tijuana River Valley contained in Section 1.5.5 of the MSCP Subarea Plan that may be applicable to the SYCPU area are identified as follows:

*River Corridor*

Priority 1:

1. Ensure that adequate amounts of appropriate habitats are maintained for MSCP Covered species (e.g., the northern harrier and mountain plover) dependent on the valley's habitat types including grasslands and agricultural fields.

Priority 2:

1. Retain existing berms in the floodplain only where it has been determined that they do not exacerbate flood velocities or levels, or increase flood-related management problems for the estuarine reserve, the MHPA or uses located in the river corridor. Remove all other berms in the floodplain over the long term in order to restore the natural floodplain and ecosystem processes consistent with health and safety considerations for the residents of that area.

4. In the future, assess the riparian areas for management needs. Allow the riparian and wetland habitats in the valley to naturally regenerate, except where active restoration has been specified or to remove exotic invasive species. Proposed management changes may offer research opportunities for the future.

6. Residences and other structures in the floodplain should be removed over the long term where recommended by the 1994 BSI "Tijuana River Valley Flood Control and Infrastructure Study." Restore the areas to native habitat or place in agricultural lease or recreation, if determined appropriate by the MSCP habitat management technical committee in conjunction with County Parks and Recreation Department.

**b. City of San Diego Environmentally Sensitive Lands Regulations**

Environmentally Sensitive Lands (ESL) include sensitive biological resources, steep hillsides, coastal beaches, sensitive coastal bluffs and 100-year floodplains. Mitigation requirements for sensitive biological resources follow the requirements of the City's Biology Guidelines (2012) as outlined in the City's Municipal Code ESL Regulations (Chapter 14, Article 3, Division 1). Impacts to biological resources within and outside the MHPA must comply with the ESL Regulations, which also serve as standards for the determination of biological impacts and mitigation under CEQA in the City.

The purpose of the ESL Regulations is to, "protect, preserve and, where damaged, restore the ESL of San Diego and the viability of the species supported by those lands." The regulations require that

development avoid impacts to certain sensitive biological resources as much as possible including but not limited to MHPA lands; wetlands and vernal pools in naturally occurring complexes; federal and State listed, non-MSCP Covered Species; and MSCP Narrow Endemic species. Furthermore, the ESL Regulations state that wetlands impacts should be avoided, and unavoidable impacts should be minimized to the maximum extent practicable. In addition to protecting wetlands, the ESL Regulations require that a buffer be maintained around wetlands, as appropriate, to protect wetland-associated functions and values. While a 100-foot buffer width is generally recommended, this width may be increased or decreased on a case-by-case basis in consultation with the CDFW, USACE, and USFWS (City of San Diego 2012). Future development proposed in accordance with the SYCPU will be required to comply with all applicable ESL Regulations.

### c. City of San Diego General Plan Policies

The City's General Plan presents goals and policies for biological resources in the Conservation Element (City of San Diego 2008a). Relevant policies are included in Table 5.6-5, *City of San Diego General Plan Policies Relating to Biological Resources*.

**TABLE 5.6-5**
**CITY OF SAN DIEGO GENERAL PLAN POLICIES RELATING TO BIOLOGICAL RESOURCES**

| Policy | Description |
|---|---|
| CE-B.1 | Protect and conserve the landforms, canyon lands, and open spaces that: define the City's urban form; provide public views/vistas; serve as core biological areas and wildlife linkages; are wetlands habitats; provide buffers within and between communities; or provide outdoor recreational opportunities.<br>a. Utilize Environmental Growth Funds and pursue additional funding for the acquisition and management of MHPA and other important community open space lands.<br>b. Support the preservation of rural lands and open spaces throughout the region.<br>c. Protect urban canyons and other important community open spaces including those that have been designated in community plans for the many benefits they offer locally, and regionally as part of a collective citywide open space system (see also Recreation Element, Sections C and F; Urban Design Element, Section A).<br>d. Minimize or avoid impacts to canyons and other environmentally sensitive land by relocating sewer infrastructure out of these areas where possible, minimizing construction of new sewer access roads into these areas, and redirecting of sewage discharge away from canyons and other environmentally sensitive lands.<br>e. Encourage the removal of invasive plant species and the planting of native plants near open space preserves.<br>f. Pursue formal dedication of existing and future open space areas throughout the City, especially in core biological resource areas of the City's adopted MSCP Subarea Plan.<br>g. Require sensitive design, construction, relocation, and maintenance of trails to optimize public access and resource conservation. |

**TABLE 5.6-5**
**CITY OF SAN DIEGO GENERAL PLAN POLICIES RELATING TO BIOLOGICAL RESOURCES**
**(continued)**

| Policy | Description |
|---|---|
| CE-B.2 | Apply the appropriate zoning and ESL regulations to limit development of floodplains and sensitive biological areas including wetlands, steep hillsides, canyons, and coastal lands.<br>a. Manage watersheds and regulate floodplains to reduce disruption of natural systems, including the flow of sand to the beaches. Where possible and practical, restore water filtration, flood and erosion control, biodiversity and sand replenishment benefits.<br>b. Limit grading and alterations of steep hillsides, cliffs and shoreline to prevent increased erosion and landform impacts. |
| CE-B.4 | Limit and control runoff, sedimentation, and erosion both during and after construction activity. |
| CE-C.1 | Protect, preserve, restore and enhance important coastal wetlands and habitat (tide pools, lagoons and marine canyons) for conservation, research, and limited recreational purposes. |
| CE-C.2 | Control sedimentation entering coastal lagoons and waters from upstream urbanization using a watershed management approach that is integrated into local community and land use plans (see also Land Use Element, Policy LU-E-1). |
| CE-C.3 | Minimize alterations of cliffs and shorelines to limit downstream erosion and to ensure that sand flow naturally replenishes beaches. |
| CE-C.4 | Manage wetland areas as described in Section H, Wetlands, for natural flood control and preservation of landforms. |
| CE-C.6 | Implement watershed management practices designed to reduce runoff and improve the quality of runoff discharged into coastal waters. |
| CE-D.3 | Continue to participate in the development and implementation of watershed management plans.<br>a. Control water discharge in a manner that does not reduce reasonable use by others, damage important native habitats and historic resources, or create hazardous conditions (e.g., erosion, sedimentation, flooding and subsidence).<br>c. Improve and maintain drinking water quality and urban runoff water quality through implementation of Source Water Protection Guidelines for New Development.<br>d. Improve and maintain urban runoff water quality through implementation of storm water protection measures (see also Urban Runoff Management, Section E). |
| CE-D.4 | Continue to develop and implement public education programs.<br>a. Involve the public in addressing runoff problems associated with development and raising awareness of how an individual's activities contribute to runoff pollution.<br>b. Work with local businesses and developers to provide information and incentives for the implementation of Best Management Practices for pollution prevention and control.<br>c. Implement watershed awareness and water quality educational programs for City staff, community planning groups, the general public, and other appropriate groups. |

**TABLE 5.6-5**
**CITY OF SAN DIEGO GENERAL PLAN POLICIES RELATING TO BIOLOGICAL RESOURCES**
**(continued)**

| Policy | Description |
|---|---|
| CE-E.2 | Apply water quality protection measures to land development projects early in the process- during project design, permitting, construction, and operations- in order to minimize the quantity of runoff generated on-site, the disruption of natural water flows and the contamination of storm water runoff.<br>a. Increase on-site infiltration, and preserve, restore or incorporate natural drainage systems into site design.<br>b. Direct concentrated drainage flows away from the MHPA and open space areas. If not possible, drainage should be directed into sedimentation basins, grassy swales or mechanical trapping devices prior to draining into the MHPA or open space areas.<br>c. Reduce the amount of impervious surfaces through selection of materials, site planning, and street design where possible.<br>d. Increase the use of vegetation in drainage design.<br>e. Maintain landscape design standards that minimize the use of pesticides and herbicides.<br>f. Avoid development of areas particularly susceptible to erosion and sediment loss (e.g., steep slopes) and, where impacts are unavoidable, enforce regulations that minimize their impacts.<br>g. Apply land use, site development, and zoning regulations that limit impacts on, and protect the natural integrity of topography, drainage systems, and water bodies.<br>h. Enforce maintenance requirements in development permit condition. |
| CE-E.3 | Require contractors to comply with accepted storm water pollution prevention planning practices for all projects.<br>a. Minimize the amount of graded land surface exposed to erosion and enforce erosion control ordinances.<br>b. Continue routine inspection practices to check for proper erosion control methods and housekeeping practices during construction. |
| CE-E.4 | Continue to participate in the development and implementation of Watershed Management Plans for water quality and habitat protection. |
| CE-E.5 | Assure that City departments continue to use “Best Practice” procedures so that water quality objectives are routinely implemented.<br>a. Incorporate water quality objectives into existing regular safety inspections.<br>b. Follow Best Management Practices and hold training sessions to ensure that employees are familiar with those practices.<br>c. Educate City employees on sources and impacts of pollutants on urban runoff and actions that can be taken to reduce these sources.<br>d. Ensure that contractors used by the City are aware of and implement urban runoff control programs.<br>e. Serve as an example to the community-at-large. |

**TABLE 5.6-5**
**CITY OF SAN DIEGO GENERAL PLAN POLICIES RELATING TO BIOLOGICAL RESOURCES**
**(continued)**

| Policy | Description |
|---|---|
| CE-E.6 | Continue to encourage "Pollution Control" measures to promote the proper collection and disposal of pollutants at the source, rather than allowing them to enter the storm drain system.<br>a. Promote the provision of used oil recycling and/or hazardous waste recycling facilities and drop-off locations.<br>b. Review plans for new development and redevelopment for connections to the storm drain system.<br>c. Follow up on complaints of illegal discharges and accidental spills to storm drains, waterways, and canyons. |
| CE-E.7 | Manage floodplains to address their multi-purpose use, including natural drainage, habitat preservation, and open space and passive recreation, while also protecting public health and safety. |
| CE-G.1 | Preserve natural habitats pursuant to the MSCP, preserve rare plants and animals to the maximum extent practicable, and manage all City-owned native habitats to ensure their long-term biological viability.<br>a. Educate the public about the impacts invasive plant species have on open space.<br>b. Remove, avoid, or discourage the planting of invasive plant species.<br>c. Pursue funding for removal of established populations of invasive species within open space. |
| CE-G.2 | Prioritize, fund, acquire, and manage open spaces that preserve important ecological resources and provide habitat connectivity. |
| CE-G.3 | Implement the conservation goals/policies of the City's MSCP Subarea Plan, such as providing connectivity between habitats and limiting recreational access and use to appropriate areas. |
| CE-G.4 | Protect important ecological resources when applying floodplain regulations and development guidelines. |
| CE-G.5 | Promote aquatic biodiversity and habitat recovery by reducing hydrological alterations, such as grading a stream channel. |
| CE-H.1 | Use a watershed planning approach to preserve and enhance wetlands. |
| CE-H.2 | Facilitate public-private partnerships that improve private, federal, state and local coordination through removal of jurisdictional barriers that limit effective wetland management. |
| CE-H.3 | Seek state and federal legislation and funding that support efforts to research, classify, and map wetlands including vernal pools and their functions, and improve restoration and mitigation procedures. |
| CE-H.4 | Support the long-term monitoring of restoration and mitigation efforts to track and evaluate changes in wetland acreage, functions, and values. |
| CE-H.5 | Support research and demonstration projects that use created wetlands to help cleanse urban and storm water runoff, where not detrimental to natural upland and wetland habitats. |
| CE-H.6 | Support educational and technical assistance programs, for both planning and development professionals, and the general public, on wetlands protection in the land use planning and development process. |
| CE-H.7 | Encourage site planning that maximizes the potential biological, historic, hydrological and land use benefits of wetlands. |

**TABLE 5.6-5**
**CITY OF SAN DIEGO GENERAL PLAN POLICIES RELATING TO BIOLOGICAL RESOURCES**
**(continued)**

| Policy | Description |
|---|---|
| CE-H.8 | Implement a "no net loss" approach to wetlands conservation in accordance with all city, state, and federal regulations. |
| CE-J.1 | Develop, nurture, and protect a sustainable urban/community forest. |

### d. San Ysidro Community Plan Policies

The SYCPU presents goals and policies for biological resources in the Conservation Element. Relevant policies are included in Table 5.6-6, *SYCPU Policies Relating to Biological Resource*s, below.

**TABLE 5.6-6**
**SYCPU POLICIES RELATING TO BIOLOGICAL RESOURCES**

| Policy | Description |
|---|---|
| 2.2.7 | Site structures to preserve and enhance public scenic vistas and open space areas, particularly those areas with views of Tijuana, the Tijuana River Valley, and the Pacific Ocean. |
| 2.7.2.a | Provide a land use map that illustrates the detailed land use designations, including any land set aside for resource conservation consistent with the City's MSCP Subarea Plan. |
| 2.7.2.d | Achieve sustainable and efficient land use patterns with comprehensive neighborhood and community development through a specific plan that will: cluster development and site structures sensitively by following the natural topography and slope of the existing, undeveloped hillsides. Balance development with preservation of natural resources. |
| 4.3.35 | Provide a buffer landscaped with native vegetation to protect the Dairy Mart Ponds. |
| 7.2.3 | Protect and enhance Dairy Mart Ponds and the Eastern Open Space area by locating any future passive recreation uses in the least sensitive areas of sensitive habitats. |
| 7.2.4 | Ensure that all new private development, adjacent to wetlands and sensitive resources, is designed to minimize adverse effects to the resources. |
| 7.4.1 | Maintain and preserve the sensitive habitat at the Dairy Mart Ponds by locating any future trails, consistent with the City's Multiple Species Conservation Program, and by providing interpretive signs on the significance of the site at key locations. |
| 8.1.1 | Implement applicable General Plan sustainable development and resource management goals and policies, as discussed in its Conservation Element and the Urban Design Element. |
| 8.2.1 | Implement the Environmentally Sensitive Lands regulations, related to biological resources and steep hillsides, for all new development in the eastern portion of the community. Plan development to minimize grading and relate to the topography and natural features of the San Ysidro Hillsides. |
| 8.2.2 | Implement the MSCP Adjacency Guidelines through the project review process for properties in proximity to the Dairy Mart Ponds and Tijuana River Valley. |
| 8.2.3 | Foster local stewardship and develop positive neighborhood awareness of the open space preserve areas with environmental education programs, through local schools, Homeowner's Associations (HOAs), community groups, and other public forums that address the local ecosystem and habitat preservation. |
| 8.2.4 | Incorporate hands-on learning via neighborhood hikes or other initiatives that present information in a manner that will increase interest in the natural world. |
| 8.2.5 | Incorporate interpretive information on kiosks and in tour guides that identify historic or open space areas, in order to raise awareness and appreciation of the value of the areas in the community. |

**e. Migratory Bird Treaty Act**

All migratory bird species that are native to the U.S. or its territories are protected under the federal Migratory Bird Treaty Act (MBTA), as amended under the Migratory Bird Treaty Reform Act of 2004 (FR Doc. 05 5127). The MBTA is generally protective of migratory birds. In common practice, the MBTA is used to place restrictions on disturbance of active bird nests during the nesting season (generally February 1 to August 31). In addition, the USFWS commonly places restrictions on disturbances allowed near active raptor nests.

The California Fish and Game Code (CFG Code Section 3513) reinforces the protection of migratory birds by stating that it is unlawful to take or possess any migratory non-game bird as designated in the MBTA. These regulations could require that construction activities (particularly vegetation removal or construction near nests) be reduced or eliminated during critical phases of the nesting cycle unless surveys by a qualified biologist demonstrate that nests, eggs, or nesting birds will not be disturbed, subject to approval by CDFW and/or USFWS.

## 5.6.2 Significance Determination Thresholds

Potential impacts to biological resources are assessed through review of the proposed SYCPU's consistency with the ESL Regulations, Biology Guidelines, and MSCP Subarea Plan. Before a determination of the significance of an impact can be made, the presence and nature of the biological resources must be established. Thus, significance determination, pursuant to the City's Significance Determination Thresholds (City of San Diego 2012), proceeds in two steps. The first step consists of determining if significant biological resources are present. The second step is to determine the potential for direct and indirect impacts to identified sensitive biological resources that would occur as a result of adoption of the proposed SYCPU. Based on the City's Significance Determination Thresholds, impacts related to biological resources would be significant if the proposed SYCPU would:

1. Have a substantial adverse impact, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in the MSCP or other local or regional plans, policies or regulations, or by the CDFW or USFWS.

2. Have a substantial adverse impact on any Tier I Habitats, Tier II Habitats, Tier IIIA Habitats, or Tier IIIB Habitats as identified in the Biology Guidelines of the Land Development manual or other sensitive natural community identified in local or regional plans, policies, regulations, or by the CDFW or USFWS.

3. Have a substantial adverse impact on wetlands (including, but not limited to, marsh, vernal pool, riparian, etc.) through direct removal, filling, hydrological interruption, or other means.

4. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, including linkages identified in the MSCP Plan, or impede the use of native wildlife nursery sites.

5. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state habitat conservation plan, either within the MSCP plan area or in the surrounding region.

6. Introduce land use within an area adjacent to the MHPA that would result in adverse edge effects.

7. Conflict with any local policies or ordinances protecting biological resources.

8. Introduce invasive species of plants into a natural open space area.

Pursuant to the City's Significance Determination Thresholds, existence of any of the following situations associated with the proposed SYCPU may indicate the presence of significant biological resources:

- The site has been identified as part of the MHPA by the City's MSCP Subarea Plan;

- The site supports or could support (e.g., in different seasons/rainfall conditions, etc.) Tier I, II, or IIIA & B vegetation communities (such as grassland, chaparral, coastal sage scrub, etc.). The CEQA determination of significant impacts may be based on what was on the site (e.g., if illegal grading or vegetation removal occurred, etc.), as appropriate;

- The site contains, or comes within 100 feet of a natural or manufactured drainage (determine whether it is vegetated with wetland vegetation). The site occurs within the 100-year flood plain established by the Federal Emergency Management Agency (FEMA) or the Flood Plain (FP)/Flood Way (FW) zones; and

- The site does not support a vegetation community identified in Tables 2a, 2b (wetlands) or Table 3 (Tier I, II, IIIA, or IIIB uplands) of the Biology Guidelines; however, wildlife species listed as threatened or endangered or other protected species may use the site (e.g., wildlife using agricultural land as a wildlife corridor).

For purposes of this analysis, the reference to "site" above is applied to the SYCPU area.

Pursuant to the City's Significance Determination Thresholds, occurrence of any of the following situations associated with identified biological resources may indicate significant direct and indirect biological impacts.

**Direct Impacts**

- Any encroachment in the MHPA is considered a significant impact to the preservation goals of the MSCP. Any encroachment into the MHPA (in excess of the allowable encroachment by a project) would require a boundary adjustment which would include a habitat equivalency assessment to ensure that what will be added to the MHPA is at least equivalent to what would be removed.

- Lands containing Tier I, II, IIIA, and IIIB habitats and all wetlands are considered sensitive and declining habitats. Impacts to these resources may be considered significant.

- Impacts to individual sensitive species, outside of any impacts to habitat, may also be considered significant based upon the rarity of the species and extent of the impacts. Impacts to federal or State listed species and all City Narrow Endemics should be considered significant.

- Certain species covered by the MSCP and other species not covered by the MSCP may be considered significant on a case-by-case basis taking into consideration all pertinent information regarding distribution, rarity, and the level of habitat conservation afforded by the MSCP.

**Indirect Impacts**

The Significance Determination Guidelines (City of San Diego 2012) indicate that, depending on the circumstances, indirect effects of a project may be as significant as the direct effects of the project. Indirect effects include, but are not limited to, the following impacts:

- Introduction of urban meso-predators into a biological system;
- Introduction of urban runoff into a biological system;
- Introduction of invasive exotic plant species into a biological system;
- Noise and lighting impacts;
- Alteration of a dynamic portion of a system, such as stream flow characteristics or fire cycles; and
- Loss of a wetland buffer that includes no environmentally sensitive lands.

## 5.6.3 Issue 1: Sensitive Species

Would the proposed SYCPU or SYHVSP result in substantial adverse impacts, either directly or through habitat modifications, to any species identified as a candidate, sensitive or special status species in the MSCP or other local or regional plans, policies or regulations, or by the CDFW or USFWS?

### 5.6.3.1 SYCPU

**a. Impacts**

**Sensitive Plant Species**

Future development in accordance with the SYCPU could impact one or more of 20 sensitive plant species known to occur, or with potential to occur, in the undeveloped portions of the SYCPU area (Table 5.6-3). Precise numbers and locations of sensitive plant species would be identified through project-level surveys for proposed future development.

With respect to the potential alignments for connecting Calle Primera to Camino de la Plaza, no sensitive plant species have been recorded in the riparian area through which the three alignments would pass. However, it is possible that some could occur. Sensitive plant species, if present, would be identified through project-level surveys prior to construction of the Calle Primera extension.

**Sensitive Wildlife Species**

Future development in accordance with the SYCPU, including the three options for the extension of Calle Primera, has the potential to impact one or more of the 25 sensitive wildlife species known to occur, or with potential to occur, in the undeveloped portions of the SYCPU area (Table 5.6-4). Precise numbers and locations of sensitive wildlife species would be identified through project-level surveys for proposed future development. Impacts to key sensitive wildlife are provided below.

The federal endangered San Diego fairy shrimp, Riverside fairy shrimp, Quino checkerspot butterfly, and least Bell's vireo could be impacted with proposed future development implemented as part of the SYCPU land use plan. The only part of the proposed SYCPU land use plan that could affect the least Bell's vireo is the extension of Calle Primera to Camino de La Plaza (all three options).

San Diego fairy shrimp have been found in unvegetated basins in the eastern portion of the SYCPU area, and have potential to occur in other such water-holding basins in the area. Riverside fairy shrimp could occur in basins in the eastern portion of the SYCPU area if the basins are deep enough.

All land east of I-805 in the SYCPU area is within the potential range of the Quino checkerspot butterfly in San Diego County based on the recommended survey area map in the USFWS Quino Checkerspot Butterfly Survey Guidelines.

The least Bell's vireo is known from the riparian habitats in the western portion of the SYCPU area. Critical habitat for the species has been designated by the USFWS in the western portion of the SYCPU area, generally southwest of I-5, east of Dairy Mart Road, and northeast of Camino de la Plaza (Figure 5.6-3).

All options for the extension of Calle Primera could impact least Bell's vireo habitat (riparian scrub critical habitat; Figures 5.6-1 and 5.6-3). Direct impacts could occur from loss of habitat. Indirect impacts could occur from construction noise occurring during the breeding season. Traffic and lighting along the extension, once completed, could also result in indirect impacts during the breeding season. A comparison of the impacts to the vireo habitat is provided below for each of the three Calle Primera options.

**Option 1** would have the least impact to least Bell's vireo habitat (1.7 acres), and it would have the shortest span of affected habitat. It would also occur farthest away from the primary block of vireo habitat to the north associated with Dairy Mart Pond and the Tijuana River.

**Option 2** would have the greatest acreage of impact to the habitat (3.3 acres) and the longest span of affected habitat. Compared to Option 1, it would be closer to the primary block of vireo habitat to the north associated with Dairy Mart Pond and the Tijuana River but farther away from it than Option 3.

**Option 3**, which is the preferred option, would have slightly greater impacts to least Bell's vireo habitat than Option 1 (1.8 acres) and a span of affected habitat similar to Option 1. However, it would be closer to the primary block of vireo habitat to the north associated with Dairy Mart Pond and the Tijuana River than either Options 1 or 2.

The coastal California gnatcatcher is a federal threatened species, a State Species of Special Concern, and an MSCP Covered Species that could be impacted with future development in accordance with the SYCPU land use plan. Approximately 57 acres of Diegan coastal sage scrub and maritime succulent scrub habitats, which may be suitable for this species, could be impacted (Figure 5.6-5, *Impacts to Vegetation Communities and Land Cover Types*) causing direct impacts to this species. Approximately 3.6 acres of this potentially occupied habitat is in the MHPA, and could be impacted under the proposed SYCPU land use plan because it is not called out as proposed open space.

The following five reptile species that are State Species of Special Concern could be impacted by implementation of the SYCPU: Belding's orange-throated whiptail, Coronado skink, coast horned lizard, red-diamond rattlesnake, and two-striped garter snake (Table 5.6-4).

The first four species occur in a variety of upland habitats, such as those in the eastern portion of the SYCPU area, and could be impacted directly (e.g., by being crushed by grading equipment) or through the loss of up to 98 acres of potential upland habitat. The last species, two-striped garter snake, occurs primarily along permanent creeks and streams, but also around vernal pools and along intermittent streams. Therefore, it has potential to occur in undeveloped land in both the eastern and western portions of the SYCPU area, and to be impacted directly through habitat loss, including from the extension of Calle Primera regardless of the option constructed.

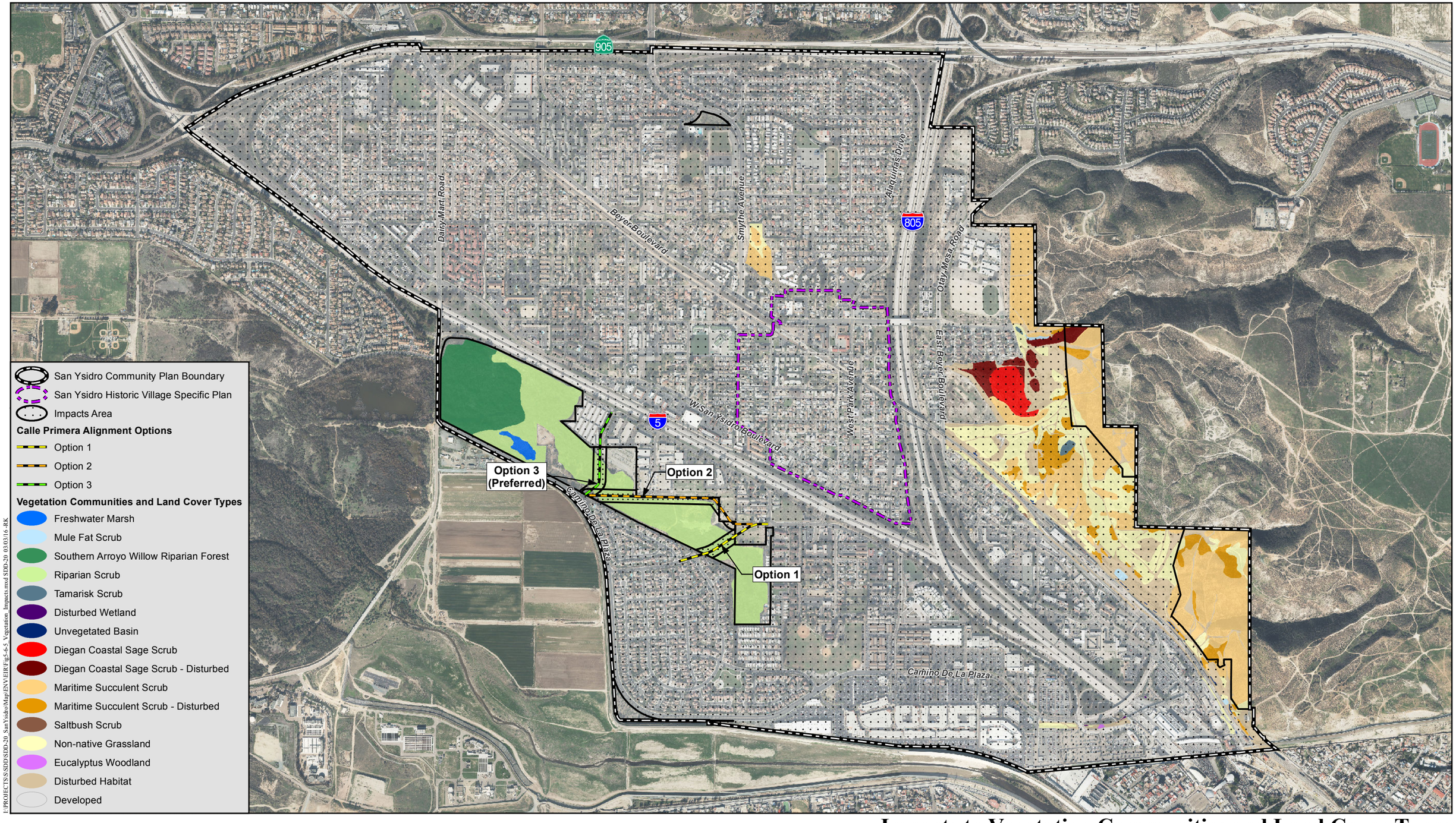
The following seven bird species that are State Species of Special Concern could be impacted by implementation of the SYCPU: grasshopper sparrow, burrowing owl, coastal cactus wren, northern harrier, yellow-breasted chat, loggerhead shrike, and yellow warbler (Table 5.6-4).

Potential habitat for the grasshopper sparrow, burrowing owl, coastal cactus wren, northern harrier, and loggerhead shrike occurs in the undeveloped eastern portion of the SYCPU area. Potential impacts to these species could occur through direct impacts to active nests and through habitat loss (i.e., approximately 98 acres of potential upland habitat; approximately 42 acres of that is non-native grassland).

Potential habitat for the yellow-breasted chat and yellow warbler occurs in the riparian habitat in the undeveloped, western portion of the SYCPU area where Calle Primera would be extended (regardless of the option constructed). The roadway extension construction could result in impacts to active nests, and would cause the loss of potential habitat for these species as well as indirect noise and lighting impacts.

There are no CNDDB records for the burrowing owl in the SYCPU area, and it was not mapped there for the MSCP. However, potential habitat for the species is present in the eastern portion of the SYCPU area, and the species is known from nearby Otay Mesa.

Impacts to the burrowing owl could include not only direct impacts to individuals, burrows, and foraging habitat, but also indirect impacts from "eradication of host burrowers; changes in vegetation management; use of pesticides and rodenticides; destruction, conversion or degradation of nesting, foraging, over-wintering or other habitats; destruction of natural burrows and burrow surrogates; and disturbance which may result in the harassment of owls at occupied burrows" (CDFW 2012). Implementation of the SYCPU may result in impacts to up to 42 acres of non-native grassland, and approximately 40 acres of disturbed land in a mosaic with shrub communities in the




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# Impacts to Vegetation Communities and Land Cover Types

SAN YSIDRO COMMUNITY PLAN UPDATE

HELIX Environmental Planning

N 0 1,200 Feet

Figure 5.6-5

undeveloped, eastern portion of the SYCPU area. Impacts to non-native grassland would affect the preferred habitat of the burrowing owl. Although the species prefers grasslands, it is also known to use disturbed land.

The loss of foraging habitat would have an adverse effect on raptors in general. The Cooper's hawk, American kestrel, and red-tailed hawk were observed in the undeveloped, eastern portion of the SYCPU area (HELIX 2010), and other raptors such as the burrowing owl and northern harrier have potential to forage there. While grasslands are the primary habitat for raptor foraging, open shrublands or other open habitats in association with grasslands/open shrublands may also be utilized. Therefore, development associated with the SYCPU land use plan could impact up to 98 acres of potential raptor foraging habitat.

The following three mammal species that are State Species of Special Concern could be impacted by implementation of the SYCPU: western red bat, San Diego black-tailed jackrabbit, and San Diego desert woodrat (Table 5.6-4).

The western red bat has potential to occur in the riparian habitat in the undeveloped, western portion of the SYCPU area where Calle Primera would be extended (regardless of the option constructed) resulting in impacts to potential roosting and foraging habitat for this species.

The San Diego black-tailed jackrabbit and San Diego desert woodrat occur in open and shrubby habitats like those that occur in the undeveloped, eastern portion of the SYCPU area. The woodrat could be impacted directly, for example by being crushed by grading equipment if it is present. The jackrabbit would likely be able to escape equipment and avoid impact. Both species would be impacted through the potential loss of approximately 98 acres of potential upland habitat.

The Cooper's hawk and southern California rufous-crowned sparrow are MSCP Covered Species that are also State Watch List Species (Table 5.6-4; Appendix A in the Biological Resources Report included in Appendix F of this PEIR). Potential impacts to these species could occur directly through impacts to active nests and through habitat loss.

The Cooper's hawk was observed flying over the undeveloped, eastern portion of the SYCPU area (HELIX 2010), which supports upland habitats. Therefore, the eastern portion of the SYCPU area may support suitable foraging habitat for this species. Up to 98 acres of this potential upland foraging habitat could be impacted through implementation of the SYCPU. The riparian habitat in the western portion of the SYCPU area supports both potential nesting and foraging habitat, which would be directly and indirectly impacted by the extension of Calle Primera regardless of the option constructed.

Potential habitat for the southern California rufous-crowned sparrow occurs in the undeveloped, eastern portion of the SYCPU area: up to 98 acres of this (upland) habitat could be impacted through implementation of the SYCPU.

There are two other sensitive species with potential to occur in the SYCPU area that are sensitive, but not under any of the previously addressed categories of sensitivity. These species are the California horned lark and Bell's sage sparrow, both of which are on the State Watch List (Table 5.6-4; Appendix A in the Biological Resources Report included in Appendix F of this PEIR). The Bell's sage sparrow is also a federal Bird of Conservation Concern (Appendix A in the Biological

Resources Report included in Appendix F of this PEIR). Potential impacts to these species could occur directly through impacts to active nests and through habitat loss. Potential habitats for these species occur in the undeveloped, eastern portion of the SYCPU area. Up to 98 acres of potential (sensitive upland) habitat for these species could be impacted through implementation of the SYCPU.

**b. Significance of Impacts**

Implementation of the SYCPU has the potential to impact sensitive plant and wildlife species directly through the loss of habitat or indirectly by placing development adjacent to the MHPA. Potential impacts to federal or State listed species, MSCP Covered Species, Narrow Endemic Species, plant species with a CNPS Rare Plant Rank of 1 or 2, and wildlife species included on the CDFW's Special Animals List would likely be significant. Potential impacts to birds covered by the MBTA would be avoided by adherence to the requirements of this law.

**c. Mitigation Framework**

Mitigation Measures BIO-1 through BIO-9 include mitigation that would be employed to reduce impacts to sensitive plant and wildlife species.

**BIO-1:** **Sensitive Plants.** A qualified biologist shall survey for sensitive plants in the spring of a year with adequate rainfall prior to initiating construction activities in a given area. If a survey cannot be conducted due to inadequate rainfall, then the project proponent shall consult with the City and Wildlife Agencies (where applicable) to determine if construction may begin based on site-specific vegetation mapping and potential to occur analysis, and what mitigation would be required, or whether construction must be postponed until spring rare plant survey data is collected.

Adherence to the MSCP Subarea Plan Appendix A (i.e. Conditions of Coverage) and securing comparable habitat to the impacted habitat at the required ratio(s) (i.e., a habitat-based approach to mitigation; see Tables 5.6-9a, 5.6-9b, and 5.6-10 in Mitigation Measures BIO-9 and BIO-10) shall mitigate for direct impacts to most sensitive plant species (e.g., MSCP Covered Species).

Impacts to federal or State listed plant species shall first be avoided, where feasible, and where not feasible, impacts shall be compensated through salvage and relocation via a transplantation/restoration program and/or off-site acquisition and preservation of habitat containing the plant species at ratios, in accordance with the City's Biology Guidelines~~a 2:1 ratio~~. A qualified biologist shall prepare a City- and Wildlife Agency-approved Restoration Plan that shall indicate where restoration would take place. The restoration plan shall also identify the goals of the restoration, responsible parties, methods of restoration implementation, maintenance and monitoring requirements, final success criteria, and contingency measures, and notice of completion requirements.

Impacts to moderately sensitive plant species (California Rare Plant Rank 1 or 2 species) shall be avoided, where feasible, and where not feasible, impacts shall be mitigated through reseeding (with locally collected seed stock) or relocation. Where reseeding or salvage and relocation is required, the project proponent shall identify a qualified Habitat Restoration Specialist to be approved by the City. The Habitat Restoration Specialist shall

prepare and implement a Restoration Plan to be approved by the City for reseeding or salvaging and relocating sensitive plant species.

**BIO-2:** **Fairy Shrimp.** Prior to the issuance of construction permits for future projects in the SYCPU area, protocol surveys shall be completed, if suitable habitat could be affected, to confirm the presence/absence of San Diego fairy shrimp and Riverside fairy shrimp. If San Diego fairy shrimp and/or Riverside fairy shrimp are identified, authorization for take of the species shall be obtained from the USFWS prior to impacts to the species or its occupied habitat. A draft Vernal Pool HCP is currently being prepared by the City in coordination with the Wildlife Agencies. Mitigation for impacts to fairy shrimp within the SYCPU Vernal Pool HCP areas would be required to comply with an individual project, USFWS biological opinion/take permit and/or the Vernal Pool HCP (if adopted and applicable for a given specific project).

**BIO-3:** **Quino Checkerspot Butterfly.** Prior to the issuance of construction permits for future projects in the SYCPU area, protocol surveys shall be completed to confirm the presence/absence of the Quino checkerspot butterfly, if suitable habitat could be affected. If the butterfly is identified, authorization for take of the species shall be obtained from the USFWS prior to impacts to the species or its occupied habitat. If authorization is obtained, mitigation measures such as the avoidance of occupied habitat and/or the acquisition of occupied habitat shall be developed in consultation with the USFWS and the City.

**BIO-4:** **Coastal California Gnatcatcher.** Prior to the issuance of construction permits for future projects in the SYCPU area, protocol surveys shall be completed within the MHPA in suitable habitat for the coastal California gnatcatcher, if suitable habitat could be affected. If the species is determined to occupy a site, the loss of occupied habitat (potentially Diegan coastal sage scrub and maritime succulent scrub) shall be mitigated for in accordance with the City's Biology Guidelines and MSCP Subarea Plan (see mitigation for sensitive upland habitats in Mitigation Measure BIO-11 and noise components of the City's MHPA Land Use Adjacency Guidelines standard mitigation in Mitigation Measure BIO-8).

**BIO-5:** **Least Bell's Vireo.** Prior to the issuance of construction permits for future projects in the SYCPU area (specifically for the extension of Calle Primera), a protocol survey shall be completed in suitable habitat for the least Bell's vireo if suitable habitat could be affected. If the species is determined to be present, the loss of occupied habitat shall be mitigated for in accordance with the City's Biology Guidelines and MSCP Subarea Plan (see mitigation for wetland communities in Mitigation Measure BIO-10 and noise components of the City's MHPA Land Use Adjacency Guidelines standard mitigation in Mitigation Measure BIO-8).

**BIO-6:** **Burrowing Owl.** During discretionary analysis for future specific projects in the SYCPU area habitat assessments would be conducted on undeveloped or disturbed land following guidelines and protocol established in the Staff Report on Burrowing Owl Mitigation (CDFW 2012). Should burrowing owl habitat or sign be encountered on or within 150 meters of a project site, breeding season surveys shall be conducted according to the protocol (CDFW 2012). If occupancy is determined, site-specific avoidance and mitigation measures shall be developed. Measures to avoid and minimize impacts to burrowing owl may include take avoidance (pre-construction) surveys and the use of buffers, screens, or other measures to minimize impacts during project activities.

**BIO-7:** **Coastal Cactus Wren.** Prior to issuance of construction permits for future projects in the SYCPU area, a habitat assessment shall be conducted, if suitable habitat could be affected, to determine its presence or absence. If the species is present, mitigation measures shall include area-specific management directives contained in the MSCP for the coastal cactus wren that include the restoration of maritime succulent scrub with propagation of cactus patches within the MHPA, adaptive management of cactus wren habitat, monitoring of populations, and compliance with the MHPA Land Use Adjacency Guidelines to reduce detrimental edge effects. No clearing of occupied habitat may occur from the period of February 15 to August 15. In addition, if unoccupied Coastal Cactus Wren (CACW) habitat is impacted, standard mitigation measures for CACW plant salvage and relocation to existing restoration areas would be included for site-specific projects.

**BIO-8:** **Nesting Birds.** To reduce potentially significant impacts that would interfere with avian nesting within the SYCPU area, measures to be incorporated into project-level construction activities shall include the following, as applicable:

- Site-specific biological resources surveys (e.g., for the coastal California gnatcatcher, burrowing owl, raptors, etc.) shall be conducted in accordance with latest City's Biology Guidelines and Wildlife Agency protocol. Nesting season avoidance and/or pre-grading surveys and mitigation shall also be completed as required to comply with the federal Endangered Species Act, MBTA, California Fish and Game Code, MSCP, and/or ESL Regulations. The MSCP specifies a 300-foot avoidance area for active Cooper's hawk nests and a 900-foot avoidance area for active northern harrier nests.

- In accordance with the noise component of the City's standard MHPA Land Use Adjacency Guideline mitigation measures, there shall be no clearing, grubbing, grading, or other construction activities during the breeding seasons for cactus wren, least Bell's vireo, and/or coastal California gnatcatcher (cactus wren, February 15 to August 15; least Bell's vireo, March 15 to September 15; coastal California gnatcatcher, March 1 to August 15; burrowing owl February 1 to August 31) until it can be demonstrated that construction activities would not result in noise levels exceeding 60 dB(A) $L_{EQ}$ at the edge of their occupied habitat(s).

- Work near active nests of any species must include suitable noise abatement measures to ensure construction noise levels at the MHPA boundary would not exceed 60 dB(A) $L_{EQ}$.

**BIO-9:** **Other Wildlife Species.** Site-specific biology surveys shall be conducted to identify any other sensitive or MSCP Covered species present on each future project in the SYCPU area, including but not limited to the potential species listed in Table 5.6-4. Impacts to most sensitive and MSCP Covered species will be mitigated by habitat-based mitigation, as established by the City's Biology Guidelines, unless a rare circumstance requires additional species-specific mitigation. In that case, the project-level biological survey report would justify why species-specific mitigation is necessary. For MSCP Covered species, conditions from MSCP Subarea Plan Appendix A will be implemented where applicable, such as measures to discourage Argentine ants on projects occupied by coast horned lizard.

**d. Significance After Mitigation**

Implementation of actions pursuant to Mitigation Measures BIO-1 through BIO-9, combined with SYCPU policies promoting the preservation of significant resources and compliance with the City's MSCP, would reduce impacts to sensitive species to less than significant for future development.

#### 5.6.3.2 SYHVSP

**a. Impacts**

There are no sensitive species present in the SYHVSP area. Thus, no impacts would occur.

**b. Significance of Impacts**

As no sensitive species would be impacted by future development in the SYHVSP, impacts would be less than significant.

**c. Mitigation Framework**

Impacts would be less than significant, no mitigation is required.

**d. Significance After Mitigation**

Impacts would be less than significant.

## 5.6.4 Issue 2: Sensitive Habitats

Would the proposed SYCPU or SYHVSP result in a substantial adverse impacts on any Tier I, Tier II, Tier IIIA or Tier IIIB habitats as identified in the Biology Guidelines or other sensitive natural community identified in local or regional plans, policies, regulations or by the CDFW or USFWS?

#### 5.6.4.1 SYCPU

**a. Impacts**

Implementation of the SYCPU has the potential to impact up to approximately 3.8 acres of wetland communities and 98.4 acres of Tier I, II, and IIIB habitats as shown in Table 5.6-7, *Potential Impacts to Sensitive Habitats/Communities*, and on Figures 5.6-5 and 5.6-6, *Impacts to Sensitive Vegetation Communities*. These impacts could occur directly through removal or indirectly by placing development adjacent to sensitive vegetation communities.

**TABLE 5.6-7**
**POTENTIAL IMPACTS TO SENSITIVE HABITATS/COMMUNITIES**

| Habitat/Community | Tier* | Existing Acreage in the SYCPU Area | Impacts Inside the MHPA (acres) | Impacts Outside the MHPA (acres) | TOTAL |
|---|---|---|---|---|---|
| Freshwater marsh | -- | 1.5 | 0 | 0 | 0 |
| Mule fat scrub | -- | 0.8 | 0 | 0.8 | 0.8 |
| Southern arroyo willow riparian forest | -- | 25.4 | 0 | 0 | 0 |
| Riparian scrub | -- | 54.7 | 1.8** | 0 | 1.8** |
| Tamarisk scrub | -- | 0.7 | 0 | 0.7 | 0.7 |
| Disturbed wetland | -- | 0.1 | 0 | 0.1 | 0.1 |
| Unvegetated basin | -- | 0.4 | 0 | 0.4 | 0.4 |
| **Subtotal Wetland** | -- | **83.6** | **1.8**** | **2.0** | **3.8** |
| Diegan coastal sage scrub | II | 5.7 | 0.2 | 5.7 | 5.9 |
| Diegan coastal sage scrub-disturbed | II | 6.6 | 0 | 5.5 | 5.5 |
| Maritime succulent scrub | I | 77.3 | 3.1 | 33.6 | 36.7 |
| Maritime succulent scrub-disturbed | I | 14.0 | 0.3 | 8.4 | 8.7 |
| Saltbush scrub | II | <0.1 | 0 | <0.1 | <0.1 |
| Non-native grassland | IIIB | 46.1 | 0.1 | 41.5 | 41.6 |
| **Subtotal Upland** | -- | **149.7** | **3.7** | **94.7** | **98.4** |
| **TOTAL** | -- | **233.3** | **5.6** | **96.7** | **102.2** |

*Wetland habitats are not assigned a Tier.
**From construction of Calle Primera (Preferred, Option 3)

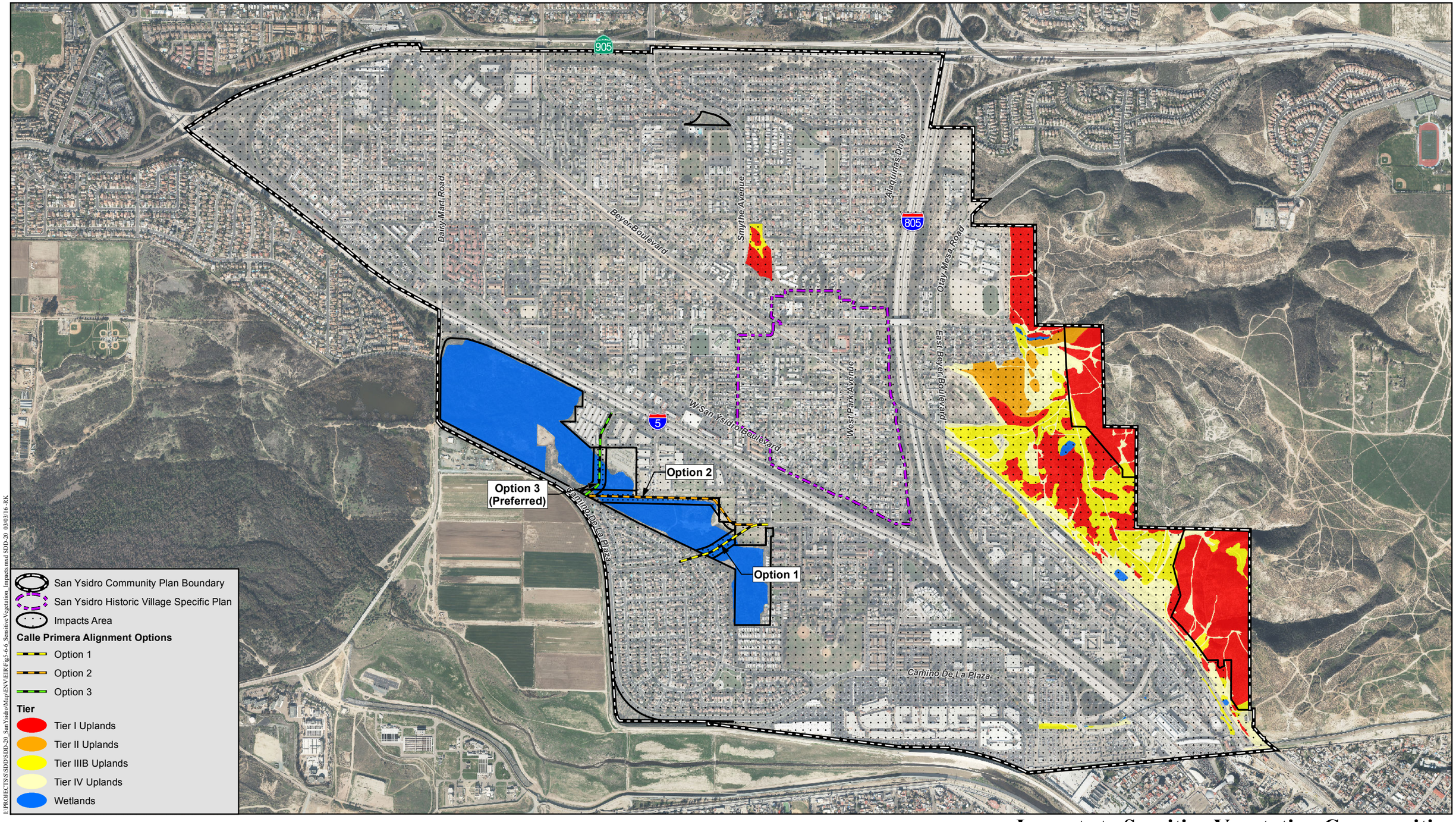
### Calle Primera

Based on general analysis thus far, construction of the extension of Calle Primera to Camino de la Plaza would be responsible for most if not all of the potential impacts to wetlands in the MHPA associated with implementation of the SYCPU (refer to Table 5.6-7). Vegetation impacts related to the three Calle Primera options are illustrated in Table 5.6-8, *Potential Impacts to Sensitive Communities from the Three Calle Primera Options*, and shown on Figure 5.6-5. Impacts to land that is already developed is not included in the analysis. The impacts are based on the same assumptions for each option, which is construction of 4-lane, 68-foot-wide bridge with a construction zone of 50 feet on either side.

**TABLE 5.6-8**
**POTENTIAL IMPACTS TO SENSITIVE COMMUNITIES FROM THE THREE CALLE PRIMERA OPTIONS***

| Community | Existing Acreage in the SYCPU Area | Option 1 Impacts (acres) | Option 2 Impacts (acres) | Option 3 Impacts (acres) |
|---|---|---|---|---|
| Riparian scrub | 54.7 | 1.7 | 3.3 | 1.8 |
| Southern arroyo willow riparian forest | 25.4 | -- | -- | - |
| **TOTAL** | **80.1** | **1.7** | **3.3** | **1.8** |

* All impacts would be in the MHPA.




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# Impacts to Sensitive Vegetation Communities

SAN YSIDRO COMMUNITY PLAN UPDATE

HELIX Environmental Planning

0 1,200 Feet

Figure 5.6-6

### b. Significance of Impacts

According to the City's Significance Determination Thresholds, potential impacts to these sensitive habitats/communities would be significant because they are to lands containing Tier I, II, and IIIB habitats and wetlands, and some of the impacts are in the MHPA.

### c. Mitigation Framework

Implementation of the following mitigation measure would reduce impacts on sensitive habitats/communities.

**BIO-10:** **Wetland Habitats**: Wherever feasible, wetland impacts shall be avoided. If avoidance is infeasible, wetland impacts shall be mitigated to achieve no net loss of wetland function and value. Mitigation for wetland vegetation community impacts usually entails a combination of habitat acquisition/preservation, restoration, and/or creation. Typical mitigation ratios, as defined in the City's Biology Guidelines, are identified in Tables 5.6-9a and 5.6-9b, *City of San Diego Wetland Mitigation Ratios (with Biologically Superior Design)* and *City of San Diego Wetland Mitigation Ratios (without Biologically Superior Design Outside of the Coastal Zone)*, respectively.

**TABLE 5.6-9a**
**CITY OF SAN DIEGO WETLAND MITIGATION RATIOS**
**(with Biologically Superior Design*)**

| On-Site Habitat Types | Vegetation Community | Mitigation Ratio |
|---|---|---|
| Mule fat scrub, Riparian scrub, Tamarisk scrub | Riparian | 2:1 to 3:1 |
| Unvegetated basin† | Vernal pool | 2:1 to 4:1 |
| Unvegetated basin† | Unvegetated basin with fairy shrimp | 2:1 to 4:1 |

* A Biologically Superior Design includes avoidance, minimization, and compensatory measures, which would result in a net gain in overall function and values of the type of wetland resource over the resources being impacted.

† Unvegetated basin might qualify as either vernal pool, unvegetated basin with fairy shrimp, or neither, depending on which species are found there.

**TABLE 5.6-9b**
**CITY OF SAN DIEGO WETLAND MITIGATION RATIOS**
**(without Biologically Superior Design Outside of the Coastal Zone)**

| On-Site Habitat Types | Vegetation Community | Mitigation Ratio |
|---|---|---|
| Mule fat scrub, Riparian scrub, Tamarisk scrub | Riparian | 4:1 to 6:1 |
| Unvegetated basin† | Vernal pool | 4:1 to 8:1 |
| Unvegetated basin† | Unvegetated basin with fairy shrimp | 4:1 to 8:1 |

† Unvegetated basin might qualify as either vernal pool, unvegetated basin with fairy shrimp, or neither, depending on which species are found there.

The following mitigation measure would reduce impacts to sensitive upland vegetation communities.

**BIO-11:** **Upland Habitats**: Wherever feasible, impacts to sensitive upland vegetation communities shall be avoided. Where avoidance is not feasible, sensitive upland vegetation communities shall be mitigated through habitat acquisition/preservation, restoration, and/or creation—or a combination thereof. Mitigation for impacts to sensitive upland vegetation would be required in accordance with the ratios in Table 5.6-10, *Mitigation Ratios for Impacts to Upland Vegetation Communities*, per the City's Biology Guidelines. The habitat types that would be impacted by the project and require mitigation are shown in bold in Table 10. The SYCPU would also impact Disturbed Land and Eucalyptus Woodland, which are classified as Tier IV, and do not require mitigation. For individual project impacts that would not exceed 5 acres (in some cases up to 10 acres), an in-lieu contribution may be made to the City's Habitat Acquisition Fund.

### d. Significance After Mitigation

Implementation of actions pursuant to Mitigation Measures BIO-10 and BIO-11, combined with SYCPU policies promoting the preservation of significant resources and compliance with the City's MSCP, would reduce impacts to sensitive habitat to less than significant for future development.

**TABLE 5.6-10**
**MITIGATION RATIOS FOR IMPACTS TO UPLAND VEGETATION COMMUNITIES**

| Tier | Habitat Type | Mitigation Ratios | | | |
|---|---|---|---|---|---|
| TIER 1 (rare uplands) | Southern Foredunes Torrey Pines Forest Coastal Bluff Scrub **Maritime Succulent Scrub** Maritime Chaparral Scrub Oak Chaparral Native Grassland Oak Woodlands | Location of Preservation | | Inside | Outside |
| | | Location of Impact | Inside* | 2:1 | 3:1 |
| | | | Outside | 1:1 | 2:1 |
| TIER II (uncommon uplands) | **Coastal Sage Scrub (CSS)** CSS/Chaparral | Location of Preservation | | Inside | Outside |
| | | Location of Impact | Inside* | 1:1 | 2:1 |
| | | | Outside | 1:1 | 1.5:1 |
| TIER III A (common uplands) | Mixed Chaparral Chamise Chaparral | Location of Preservation | | Inside | Outside |
| | | Location of Impact | Inside* | 2:1 | 3:1 |
| | | | Outside | 1:1 | 2:1 |
| TIER III B (common uplands) | **Non-Native Grasslands** | Location of Preservation | | Inside | Outside |
| | | Location of Impact | Inside* | 1:1 | 1.5:1 |
| | | | Outside | 0.5:1 | 1:1 |

* For all Tier I impacts, the mitigation could (1) occur within the MHPA portion of Tier I (in Tier) or (2) occur outside of the MHPA within the affected habitat type (in-kind).
For impacts on Tier II, IIIA, and IIIB habitats, the mitigation could (1) occur within the MHPA portion ofTiers I- III (out-of-kind) or (2) occur outside of the MHPA within the affected habitat type (in-kind). Project-specific mitigation will be subject to applicable mitigation ratios at the time of project submittal.

#### 5.6.4.2 SYHVSP

**a. Impacts**

There are no sensitive habitats present in the SYHVSP area. Thus, impacts would not occur.

**b. Significance of Impacts**

As no sensitive habitats would be impacted by future development in the SYHVSP, impacts would be less than significant.

**c. Mitigation Framework**

Impacts would be less than significant, no mitigation is required.

**d. Significance After Mitigation**

Impacts would be less than significant.

## 5.6.5 Issue 3: Wetlands

Would the proposed SYCPU or SYHVSP result in a substantial adverse impact on wetlands (including, but not limited to, marsh, vernal pools, riparian areas, etc.) through direct removal, filling, hydrological interruption, or other means?

#### 5.6.5.1 SYCPU

There are seven vegetation communities in the SYCPU area that are likely jurisdictional wetlands (southern arroyo willow riparian forest, riparian scrub, mule fat scrub, freshwater marsh, tamarisk scrub, disturbed wetland, and unvegetated basin). Additionally, the National Wetlands Inventory (USFWS 2015) shows areas mapped as "riverine," which may be jurisdictional non-wetland waters.

**a. Impacts**

Implementation of the SYCPU has the potential to result in impacts to wetlands as shown in Tables 5.6-7 and 5.6-8 and on Figures 5.6-5 and 5.6-6. While vernal pools are not known in the SYCPU area, there are water-holding basins with potential to support vernal pool indicator species. Project-specific surveys would determine if vernal pools are present. There is also potential for jurisdictional non-wetland waters to be impacted in the SYCPU area (e.g., those mapped as "riverine" in the National Wetlands Inventory).

**b. Significance of Impacts**

Implementation of the SYCPU has the potential to impact wetlands (and non-wetland waters) directly through their loss or indirectly by placing development adjacent to them in the MHPA. These impacts would be associated with construction of the extension of Calle Primera. These impacts would be significant because these resources are regulated by the City, CDFW, USACE, RWQCB, and USFWS (if listed species are present).

**c. Mitigation Framework**

Implementation of BIO-10 would reduce impacts of the SYCPU on wetlands.

**d. Significance After Mitigation**

Implementation of actions pursuant to Mitigation Measure BIO-10, combined with SYCPU policies promoting the preservation of significant resources and compliance with the state and federal regulations related to wetlands, would reduce impacts to wetlands to less than significant for future development.

#### 5.6.5.2 SYHVSP

**a. Impacts**

There are no wetlands or non-wetland waters present in the SYHVSP area. Thus, impacts would not occur.

**b. Significance of Impacts**

As no wetlands or non-wetland waters would be impacted by future development in the SYHVSP, impacts would be less than significant.

**c. Mitigation Framework**

Impacts would be less than significant, no mitigation is required.

**d. Significance After Mitigation**

Impacts would be less than significant.

## 5.6.6 Issue 4: Wildlife Movement

Would the proposed SYCPU or SYHVSP substantially interfere with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, including linkages identified in the MSCP Plan, or impede the use of native wildlife nursery sites?

#### 5.6.6.1 SYCPU

**a. Impacts**

As discussed earlier, there are no regional wildlife movement corridors in the SYCPU area. The former Tijuana River channel in the western portion of the SYCPU area may provide local access to resources for resident or migratory species. Furthermore, the bridge crossing of the riparian habitat in the former Tijuana River channel for the extension of Calle Primera to Camino de la Plaza (regardless of the option constructed) would not preclude local use of the habitat by wildlife.

**b. Significance of Impacts**

Since wildlife use of the riparian habitat would not be precluded, construction of the extension of Calle Primera is expected to have less-than-significant impacts on wildlife movement.

**c. Mitigation Framework**

Impacts would be less than significant; no mitigation is required.

**d. Significance After Mitigation**

Impacts would be less than significant.

#### 5.6.6.2 SYHVSP

**a. Impacts**

The entire SYHVSP area is developed. There is no habitat for sensitive wildlife and no wildlife movement corridors present in the SYHVSP area. Therefore, no impacts would occur to wildlife movement or local use of habitat from future development.

**b. Significance of Impacts**

As no sensitive habitats or wildlife corridors would be impacted by future development in the SYHVSP, impacts would be less than significant.

**c. Mitigation Framework**

Impacts would be less than significant, no mitigation is required.

**d. Significance After Mitigation**

Impacts would be less than significant.

## 5.6.7 Issue 5: Conservation Planning

Would the proposed SYCPU or SYHVSP conflict with the provisions of an adopted Habitat Conservation Plan, HCP, or other approved local, regional, or state habitat conservation plan, either within the MSCP plan area or in the surrounding region?

#### 5.6.7.1 SYCPU

**a. Impacts**

**Multi-habitat Planning Area**

As discussed in Section 5.1, *Land Use*, some MHPA areas would not be protected by an Open Space Designation and, thus, could be impacted by future development. A total of 11.5 acres of MHPA would not be protected by Open Space. Of this area, approximately 5.6 acres is covered by native

vegetation including coastal sage scrub (0.2 acre), maritime succulent scrub (3.4 acres), non-native grassland (0.1 acre), riparian scrub (1.8 acres) and southern willow riparian forest (0.1 acres). The balance (5.8 acres) is either disturbed land or developed.

Encroachment into native vegetation within the western MHPA would be related to the connection of Calle Primera to Camino de la Plaza, and would comprise the impacts to wetlands (riparian scrub and southern willow riparian forest). Encroachment into native vegetation along the eastern boundary would result in the potential loss of maritime succulent scrub as well as coastal sage scrub and non-native grassland from future hillside development.

As discussed in Section 5.1, the proposed connection of Calle Primera connection through the MHPA would not significantly impact the goals of the MSCP because collector roads are allowed uses within the MHPA. Thus, the Calle Primera connection would not conflict with conservation regulations and policies.

Potential encroachment in the MHPA area related to future development along the eastern edge of the SYCPU that exceeds the amounts allowed per the City's MSCP Subarea Plan would not be an allowed use in the MHPA. Such additional encroachment within these MHPA areas would require ~~an amendment to the MHPA through either a major or minor~~a boundary line adjustment which would require comparable habitat be placed in an MHPA to offset the loss of MHPA area resulting from development. Development could not occur until the City and Resource Agencies approved the boundary adjustment, which would reduce the potential impact on the MSCP goals to less than significant.

**b. Significance of Impacts**

**Multi-habitat Planning Area**

Potential impacts to sensitive biological resources as a result of MHPA boundary adjustments would be less than significant because the adjustments must meet the required equivalency criteria for approval.

**Specific Management Directives for Otay Mesa and the Tijuana River Valley**

Development of the SYCPU is expected to occur in accordance with the requirements of the City's MSCP Subarea Plan and the MHPA Land Use Adjacency Guidelines; therefore, there are anticipated to be no significant, direct or indirect impacts to the MHPA.

**c. Mitigation Framework**

**Multi-habitat Planning Area**

Impacts from MHPA boundary adjustments would be less than significant; no mitigation would be required.

**Specific Management Directives for Otay Mesa and the Tijuana River Valley**

Development is expected to occur in accordance with the requirements of the City's MSCP Subarea Plan and the MHPA Land Use Adjacency Guidelines; therefore, there are anticipated to be no significant, direct or indirect impacts to the MHPA, and no mitigation would be required.

**d. Significance After Mitigation**

Impacts would be less than significant.

#### 5.6.7.2 SYHVSP

**a. Impacts**

The entire SYHVSP area is developed, and none of it is within or adjacent to the MHPA. Therefore, future development in the SYHVSP area would not conflict with the provisions of the City's MSCP Subarea Plan.

**b. Significance of Impacts**

As no MHPA areas would lie within or adjacent to the SYHVSP, impacts would be less than significant.

**c. Mitigation Framework**

Impacts would be less than significant, no mitigation is required.

**d. Significance After Mitigation**

Impacts would be less than significant.

## 5.6.8 Issue 6: MHPA Edge Effects

Would the proposed SYCPU or SYHVSP introduce land use within an area adjacent to the MHPA that would result in adverse edge effects?

#### 5.6.8.1 SYCPU

**a. Impacts**

The MHPA is surrounded by land designated with residential and commercial uses. Future development that would be adjacent to the MHPA could adversely impact adjacent MHPA from factors related to drainage, toxics, lighting, noise, barriers, invasive species, brush management, and grading/development. However, future development would be required to comply with the land use adjacency guidelines specifically identified in the MSCP to minimize these potential impacts. Moreover, Conservation Element Policy 8.2.2 of the SYCPU requires implementation of the MHPA Land Use Adjacency Guidelines for development in the proximity of Dairy Mart Ponds and Tijuana River Valley. Adherence to these guidelines and implementation of proposed SYCPU policy would avoid environmental plan consistency impacts associated with the MSCP Subarea Plan.

**b. Significance of Impacts**

Future development proposals in the SYCPU area could result in edge effects to MHPA lands that degrade habitat or alter animal behavior within the preserve, which could be significant. However, MHPA adjacency issues would be addressed at the project level in accordance with the requirements of the MHPA Land Use Adjacency Guidelines. Therefore, there are anticipated to be no significant adverse edge effects to the MHPA.

**c. Mitigation Framework**

MHPA adjacency issues would be addressed in accordance with the requirements of the MHPA Land Use Adjacency Guidelines. Therefore, there are anticipated to be no significant adverse edge effects to the MHPA, and mitigation would not be required.

**d. Significance After Mitigation**

Impacts would be less than significant.

#### 5.6.8.2 SYHVSP

**a. Impacts**

The SYHVSP area is not adjacent to the MHPA. Therefore, future development in the SYHVSP area would not introduce land uses within an area adjacent to the MHPA that would result in adverse edge effects.

**b. Significance of Impacts**

As no MHPA areas would be impacted by future development in the SYHVSP, impacts would be less than significant.

**c. Mitigation Framework**

Impacts would be less than significant, no mitigation is required.

**d. Significance After Mitigation**

Impacts would be less than significant.

## 5.6.9 Issue 7: Conflict with Local Policies/Ordinances

Would the proposed SYCPU or SYHVSP conflict with any local policies or ordinances protecting biological resources?

#### 5.6.9.1 SYCPU

**a. Impacts**

The City's ESL Regulations require avoidance of MHPA lands, wetlands, vernal pools in naturally occurring complexes, MSCP Covered Species, and MSCP Narrow Endemics. The regulations also state that wetland impacts should be avoided, and unavoidable impacts should be minimized to the maximum extent practicable. Future development proposed in accordance with the SYCPU will be required to comply with all applicable ESL Regulations, which still could result in significant impacts.

**b. Significance of Impacts**

Since future development in the SYCPU area will be required to comply with all applicable ESL Regulations, implemented as mitigation measures, as appropriate, no conflicts with those regulations would be expected.

**c. Mitigation Framework**

Project-specific biological analysis will be conducted to determine whether mitigation is required to assure compliance with ESL Regulations, and which of the mitigation measures listed above apply to each project.

**d. Significance After Mitigation**

As indicated earlier, future development would be required to comply with ESL Regulations. Thus, a significant conflict with these regulations would not occur as future development occurs within the SYCPU area.

#### 5.6.9.2 SYHVSP

**a. Impacts**

The entire SYHVSP area is developed. There are no ESL in the SYHVSP area. Additionally, the SYHVSP area is not located within or adjacent to the MHPA. Therefore, future development in the SYHVSP area would not conflict with any local policies or ordinances protecting biological resources.

**b. Significance of Impacts**

As no ESL or MHPA areas would be impacted by future development in the SYHVSP, impacts would be less than significant.

**c. Mitigation Framework**

Impacts would be less than significant, no mitigation is required.

**d. Significance After Mitigation**

Impacts would be less than significant.

## 5.6.10 Issue 8: Introduction of Invasive Species

Would the proposed SYCPU or SYHVSP introduce invasive species of plants into a natural open space area?

### 5.6.10.1 SYCPU

#### a. Impacts

Future development projects within or adjacent to the MHPA are required by the MHPA Land Use Adjacency Guidelines to exclude exotic plant/invasive species from landscape plans and to include an appropriate mix of native species. Therefore, such projects in the SYCPU area would not be expected to introduce invasive plant species into natural open space.

#### b. Significance of Impacts

With project compliance with the MHPA Land Use Adjacency Guidelines, impacts from invasive plant species are anticipated to be less than significant.

#### c. Mitigation Framework

Since no significant impact is anticipated from invasive plant species, no mitigation would be required.

#### d. Significance After Mitigation

Impacts would be less than significant.

### 5.6.10.2 SYHVSP

#### a. Impacts

There are no natural open space areas (i.e., the MHPA) within or adjacent to the SYHVSP area. Therefore, future development in the SYHVSP area would not introduce invasive species of plants into a natural open space area.

#### b. Significance of Impacts

As no natural open space areas would be impacted by future development in the SYHVSP, impacts would be less than significant.

#### c. Mitigation Framework

Impacts would be less than significant, no mitigation is required.

#### d. Significance After Mitigation

Impacts would be less than significant.

# 5.7 Historical Resources

This section addresses historical, archaeological, and tribal cultural resources associated with the San Ysidro community, and is based on the Cultural Resources Technical Report, prepared by AECOM in 2015 (Appendix G), and the Historic Context Statement provided by Page and Turnbull in 2011 (Appendix H).

## 5.7.1 Existing Conditions

### 5.7.1.1 SYCPU

San Diego County has a long cultural history that is here briefly addressed. A detailed chronology of the prehistoric and historic settlement is contained in Appendix G.

**a. Historic Background**

**Ethnographic**

San Ysidro is within the traditional territory of the Kumeyaay people. The Kumeyaay of the prehistoric and contact periods were a group of exogamous, patrilineal territorial bands who inhabited San Diego County from Agua Hedionda Lagoon in Carlsbad south into Baja California and from the Pacific Ocean east to the Salton Sea (Gifford 1918). The Kumeyaay language is from the Yuman branch of the Hokan linguistic family. They subsisted on a hunting and foraging economy, exploiting San Diego's diverse ecology throughout the year; coastal bands exploited marine resources while inland bands might move from the desert, ripe with agave and small game, to the acorn and pine nut rich mountains in the fall (Kroeber 1925; Luomala 1978; Cline 1984). Maintaining this lifestyle meant most groups, especially inland bands, moved with the seasons; this is displayed archaeologically by the prevalence of temporary campsites inland while more permanent village sites are located along the coast. Ethnographic information provided by Shipek (e.g., 1976) suggests that there were three such villages located in the area of San Ysidro (Gallegos et al. 1998); however, none of these villages have been confirmed archaeologically.

**Prehistoric**

As described in the Cultural Resources Technical Report, the prehistory of San Ysidro can generally be divided into three major periods: Paleoindian (also referred to as the San Dieguito complex), Archaic (or the La Jolla and Pauma complexes), and Late Prehistoric (or Cuyamaca complex).

San Dieguito Complex (10,000 to 7,000 Before Present [B.P.])

The earliest accepted archaeological manifestation of Native Americans in the San Diego area is the San Dieguito complex, dating to approximately 10,000 years ago (Warren 1967). The material culture of the San Dieguito complex consists primarily of scrapers, scraper planes, choppers, large blades, and large projectile points. The San Dieguito complex is chronologically equivalent to other Paleoindian complexes across North America, and sites are sometimes called "Paleoindian" rather than "San Dieguito." San Dieguito material underlies La Jolla complex strata at the C.W. Harris site in San Dieguito Valley (Warren, ed. 1966).

La Jolla and Pauma Complexes (7,000 to 1,500 B.P.)

The traditional view of San Diego prehistory has the San Dieguito complex followed by the La Jolla complex at least 7,000 years ago, possibly as long as 9,000 years ago (Rogers 1966). The La Jolla complex is part of the Encinitas tradition and equates with Wallace's (1955) Millingstone Horizon, also known as Early Archaic or Milling Archaic. The Encinitas tradition is generally "recognized by millingstone assemblages in shell middens, often near sloughs and lagoons" (Moratto 1984:147). "Crude" cobble tools, especially choppers and scrapers, characterize the La Jolla complex (Moriarty 1966). Basin metates, manos, discoidals, a small number of Pinto series and Elko series points, and flexed burials are also characteristic.

Warren et al. (1961) proposed that the La Jolla complex developed with the arrival of a desert people on the coast who quickly adapted to their new environment. Moriarty (1966) and Kaldenberg (1976) have suggested an in situ development of the La Jolla people from the San Dieguito. Moriarty has since proposed a Pleistocene migration of an ancestral stage of the La Jolla people to the San Diego coast. He suggested this Pre-La Jolla complex is represented at Texas Street, Buchanan Canyon, and the Brown site (Moriarty 1987).

Various authors (see Bull 1987; Gallegos 1987) have proposed that the San Dieguito, La Jolla, and Pauma complexes are manifestations of the same culture, with differing site types "explained by site location, resources exploited, influence, innovation and adaptation to a rich coastal region over a long period of time" (Gallegos 1987:30). The classic "La Jolla" assemblage is one adapted to life on the coast and appears to continue through time (Robbins-Wade 1986, 1988; Winterrowd and Cárdenas 1987). Inland sites adapted to hunting contain a different tool kit, regardless of temporal period (Cárdenas and Van Wormer 1984).

Other archaeologists argue that an apparent overlap among assemblages identified as "La Jolla," "Pauma," or "San Dieguito" does not preclude the existence of an Early Milling period culture in the San Diego region, separate from an earlier culture (Cook 1985; Gross and Hildebrand 1998; Warren 1998). One perceived problem is that many site reports in the San Diego region present conclusions based on interpretations of stratigraphic profiles from sites at which stratigraphy cannot validly be used to address chronology or changes through time. The subsurface deposits at numerous sites are the result of such agencies as rodent burrowing, insect activity, and other bioturbative factors (Bocek 1986; Erlandson 1984; Gross 1992; Johnson 1989).

Cuyamaca Complex (1,500 B.P. to 1769)

The Late Prehistoric period is represented by the Cuyamaca complex in the southern portion of San Diego County and the San Luis Rey complex in the northern portion of the county. The Cuyamaca complex is the archaeological manifestation of the Yuman forebears of the Kumeyaay people. The San Luis Rey complex represents the Shoshonean predecessors of the ethnohistoric Luiseño. The name Luiseño derives from Mission San Luis Rey de Francia and has been used to refer to the Indian people associated with that mission, while the Kumeyaay people are also known as Ipai, Tipai, or Diegueño (named for Mission San Diego de Alcalá). Agua Hedionda Creek is often described as the division between the territories of the Luiseño and the Kumeyaay people (Bean and Shipek 1978; Luomala 1978; White 1963).

**Historic**

There are three general eras in California history: the Spanish, Mexican, and American periods.

The Spanish Period (1769 to 1821)

Although colonial contact was first made two centuries earlier, the recognized historic period in San Diego begins when the Spanish founded the Royal Presidio of San Diego in 1769. The Mission San Diego de Alcalá was constructed in its current location five years later. The Spanish Colonial period lasted until 1821 and was characterized by religious and military institutions bringing Spanish culture to the area and attempting to convert the Native American population to Catholicism. Due to its distance from the Mission, San Ysidro was left relatively undeveloped during this time.

The Mexican Period (1821 to 1848)

The Mexican period lasted from 1821, when California became part of Mexico, to 1848, when Mexico ceded California to the United States under the treaty of Guadalupe Hidalgo at the end of the Mexican-American War. Following secularization of the missions in 1834, mission lands were given as large land grants, called ranchos, to Mexican citizens as rewards for service to the government. In 1829, Santiago Arguello Moraga, commandant of the Presidio, was gifted Rancho Tia Juana, which included present day Tijuana and San Ysidro (Hughes 2009). The society made a transition from one dominated by the church and the military to a more civilian population, with people living on ranchos or in pueblos. The Pueblo of San Diego was established during this period, and transportation routes were expanded. Cattle ranching prevailed over agricultural activities.

The American Period (1848 to the Present)

The American period began in 1848, when the Treaty of Guadalupe Hidalgo ceded California to the United States and defined the modern international border between America and Mexico. The territory of California became a state in 1850. The transition of land rights according to the Treaty was difficult to follow in practice and the Homestead Act of 1851, which was adopted as a means of validating and settling land ownership claims throughout the state, compounded the problem. Few of the large Mexican ranchos remained intact, due to legal costs and the difficulty of producing sufficient evidence to prove title claims. Much of the land that once constituted rancho holdings became available for settlement by immigrants to California. The end of the Civil War and the discovery of gold led to an influx of people to California and to the San Diego region. Other factors that made San Diego appealing were the availability of free land through passage of the Homestead Act, and later, the importance of the county as an agricultural area supported by roads, irrigation systems, and connecting railways. During the late nineteenth and early twentieth centuries, rural areas of San Diego County developed small agricultural communities centered on one-room schoolhouses. Such rural farming communities consisted of individuals and families tied together through geographical boundaries, a common schoolhouse, and a church. Farmers living in small rural communities were instrumental in the development of San Diego County. They fed the growing urban population and provided business for local markets. Rural farm school districts represented the most common type of community in the county from 1870 to 1930.

The growth and decline of towns occurred in response to boom and bust cycles in the 1880s, including the birth of Tia Juana City, a border town subdivision of San Diego along the California Southern Railroad. Floods forced residence of Tia Juana City to move to higher ground in the 1890s

and the new town was christened San Ysidro by resident George Smythe in 1909. San Ysidro was primarily an agricultural community from 1909 to 1964; during this time the community of Little Landers' Colony No. 1 (known simply as the Little Landers' Colony) was established at the Belcher Ranch site in the Tia Juana River Valley within San Ysidro by William Smythe in 1908. Little Landers' Colony was created as a cooperative farming utopia, an idea common in the early 20th century, which consisted of joint small residential lots and one-acre agricultural lots. Irrigation difficulties led to bankruptcy and the colony failed by 1919. Despite this, agriculture and dairies remained the primary economic pursuit of San Ysidro residents until the 1960s, when many lots were subdivided and developed.

### b. Historical Resources

### Archaeological Resources

Overall, twenty-nine previous cultural resource investigations have been conducted within the community of San Ysidro, including nineteen surveys, four monitoring programs, three constraint-level analyses, two evaluation reports, and one historic building survey (see Appendix E, Table 1). These investigations recorded prehistoric and historic archaeological deposits. Nine archaeological resources have been previously recorded within the community of San Ysidro; of these, seven are prehistoric and two are historic. The prehistoric resources include three lithic quarry sites, three lithic scatters, and one temporary camp site. The historic resources consist of one refuse deposit and one cattle feed lot with building foundations and walls and a debris scatter (Table 5.7-1, *Recorded Archaeological Sites*).

**TABLE 5.7-1**
**RECORDED ARCHAEOLOGICAL SITES**

| Site # | Site Type | Status | Significance |
|---|---|---|---|
| P-37-004571 | Lithic quarry | Recorded and sample collected in 1976, agricultural area | Not significant |
| P-37-004934 | Lithic scatter | Recorded in 1976, revised in 1990, limited testing, fully developed | Not significant |
| P-37-005555 | Lithic quarry | Recorded in 1978, revised in 1992, no record of mitigation, fully developed | Not significant |
| P-37-010206 | Lithic scatter | Recorded in 1984, revised in 2005, no record of mitigation, near developed area | Undetermined |
| P-37-010613 | Lithic scatter | Recorded in 1986, mitigated, disturbed | Not significant |
| P-37-010614 | Lithic quarry | Recorded in 1986, no record of mitigation, development level unknown | Undetermined |
| P-37-011079 | Temporary camp | Recorded in 1988, no record of mitigation, development level unknown | Undetermined |
| P-37-012962 | Historic refuse deposit | Recorded in 1992, limited testing, disturbed and out of context, mostly developed | Not significant |
| P-37-031175 | Historic cattle feed lot and debris scatter | Recorded in 2010, no mitigation recorded, highly disturbed, undeveloped | Not significant |

**Historical Resources**

The community of San Ysidro was intensively surveyed by the City of San Diego in 1989. A total of 128 buildings were surveyed; of these, four were found to be potentially eligible for the National Register of Historic Places (NRHP), two were found to be potentially eligible for the California Register of Historic Resources (CRHR), and 24 were found to be eligible for the San Diego Register. Today, three buildings within the SYCPU area are listed on the San Diego Historic Register as determined by the City of San Diego Historic Resources Board (HRB): the El Toreador Motel (HRB Site #236), the San Ysidro Public Library (HRB Site #451), and the Harry and Amanda Rundell House (HRB Site #820). The U.S. Customs House located on the international border is listed in the NRHP for its architecture and its political role.

**Religious or Sacred Uses**

In accordance with Senate Bill 18, the City contacted the NAHC in June 2011. The, NAHC verified that there are sacred lands within the vicinity of the SYCPU area, and provided a list of tribal entities and other contacts to be consulted. Following the development of the preliminary draft of the Cultural Resources Report, the NAHC was contacted again in October 2014 for updated tribal contact information. The draft report was distributed to the tribal contacts on October 15, 2014. In addition, the City of San Diego submitted a second request for consultation to the NAHC. Letters were distributed to all tribal groups identified by the NAHC with a potential interest in the SYCPU on October 15, 2014. Each representative was also emailed in November 2014 as a follow up. Carmen Lucas of the Kwaaymii Laguna Band of Mission Indians requested that qualified archaeologists be retained by the city for survey and monitoring efforts. No other responses were received by the submittal of the Cultural Resources Report.

**Human Remains**

There are no known human remains in the SYCPU area. There is a potential, however, for human remains to exist below the ground surface within the SYCPU area.

### 5.7.1.2 SYHVSP

**a. Historical Background**

**Ethnographic**

As a neighborhood within the larger community of San Ysidro, El Pueblito Viejo Village was also within the traditional territory of the Kumeyaay people, whose ethnographic background is described in Section 5.7.1.1.

**Prehistoric**

As a neighborhood within the larger community of San Ysidro, the prehistoric background of the SYHVSP is the same as that of the SYCPU as detailed in Section 5.7.1.1.

**Historic**

As a neighborhood within the larger community of San Ysidro, the general historic background of the SYHVSP is the same as that of the SYCPU as detailed in Section 5.7.1.1. El Pueblito Viejo was a locus of activity from the establishment of San Ysidro and currently houses a number of extant buildings from the American Period.

**b. Historical Resources**

**Archaeological Resources**

None of the nine archaeological resources identified within the SYCPU occur within the SYHVSP area.

**Historical Resources**

The three buildings now listed on the San Diego Historic Register: the El Toreador Motel (HRB Site #236), the San Ysidro Public Library (HRB Site #451), and the Harry and Amanda Rundell House (HRB Site #820), are all located within the SYHVSP area.

**Religious or Sacred Uses**

The NAHC verified that there are sacred lands within areas of the SYCPU but did not specify which areas are considered sacred. Therefore, the SYHVSP area potentially includes land sacred to the Kumeyaay people. There is also potential that new subsurface sacred lands could be uncovered during future development.

**Human Remains**

As with the SYCPU, there are no known human remains in the SYHVSP area. There is a potential, however, for human remains to exist below the ground surface within the SYHVSP area.

### 5.7.1.3 Regulatory Setting/Historic Preservation Plans, Policies and Standards

**a. Federal**

**National Register of Historic Places**

Federal criteria are those used to determine eligibility for the NRHP. The NRHP was established by the National Historic Preservation Act (1966). The NRHP is the official lists of sites, buildings, structures, districts, and objects significant in American history, architecture, archaeology, engineering, and culture. The NRHP is administered by the National Park Service. Nominations to the NRHP may come from the various State Historic Preservation Offices, Tribal Historic Preservation Offices, local governments, and from private individuals and organizations. The NRHP criteria state that the quality of significance in American history, architecture, archaeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association, and:

a. Are associated with events that have made a significant contribution to the broad patterns of our history;

b. Are associated with the lives of persons important in our past;

c. Embody the distinctive characteristics of a type, period, region, or method of construction, or represent the work of a master, or possess high artistic values; or that represent a significant and distinguishable entity whose components may lack individual distinction; or

d. Have yielded, or may be likely to yield, information important in prehistory or history.

Certain properties are usually not considered for eligibility for the NRHP. These include ordinary cemeteries, birthplaces or graves of historical figures, properties owned by religious institutions or used for religious purposes, structures that have been moved or reconstructed, properties primarily commemorative in nature, or properties that have become significant within the last 50 years. These types of properties can qualify if they are an integral part of a district that does meet the criteria, or if they fall within certain specific categories relating to architecture or association with historically significant people or events. The vast majority of archaeological sites that qualify for listing do so under criterion D, research potential.

**Native American Involvement**

Native American involvement in the development review process is addressed when an undertaking under federal law triggers environmental review pursuant to the National Environmental Policy Act (NEPA). This often occurs when a project is funded by a federal agency or is being proposed by a federal agency and requires review under Section 106 of the National Historic Preservation Act. The Native American Graves Protection and Repatriation Act of 1990 (NAGPRA) ensures that Native American human remains and cultural items are treated with respect and dignity during all phases of project evaluation.

**b. State**

**California Register of Historic Resources/California Environmental Quality Act**

Similar to the NRHP, the CRHR program encourages public recognition and protection of resources of architectural, historical, archaeological, and cultural significance; identifies resources for planning purposes; determines eligibility of state historic grant funding; and provides certain protections under CEQA. State criteria are those listed in CEQA and used to determine whether an historic resource qualifies for the CRHR. A resource may be listed in the CRHR if it is significant at the federal, state, or local level under one or more of the four criteria listed below.

1. Is associated with events that have made a significant contribution to the broad patterns of local or regional history and cultural heritage of California or the United States.

2. Is associated with the lives of persons important to the nation or to California's past.

3. Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values.

4. Has yielded, or may be likely to yield, information important in prehistory or history of the state or nation.

CEQA was amended in 1998 to define "historical resources" as a resource listed in or determined eligible for listing on the CRHR, a resource included in a local register of historical resources or identified as significant in a historical resource survey that meets certain requirements, and any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant.

For the purposes of CEQA, a significant historical resource is one which qualifies for the CRHR or is listed in a local historic register or deemed significant in a historical resource survey, as provided under Section 5024.1(g) of the Public Resources Code. A resource that is not listed in, or determined to be eligible for listing in, the CRHR, not included in a local register of historic resources, or not deemed significant in a historical resource survey may nonetheless be historically significant for purposes of CEQA (Section 15064.5 and CEQA Statutes Section 21083.2).

The City's determination of significance of impacts on historical and unique archaeological resources is based on the criteria found in Section 15064.5 of the State CEQA Guidelines. Archaeological resources are considered "historical resources" for the purposes of CEQA. Most archaeological sites which qualify for the CRHR do so under criterion 4 (i.e., research potential).

Since resources that are not listed or determined eligible for the state or local registers may still be historically significant, their significance would be determined if they are affected by a development proposals. The significance of a historical resource under criterion 4 rests on its ability to address important research questions.

**Native American Involvement**

Native American involvement in the development review process is addressed by several state laws. The most notable of the state laws is SB 18 which includes detailed requirements for local agencies to consult with identified California Native American Tribes early in the planning and/or development process. The California Native American Graves Protection and Repatriation Act (2001), like the federal act ensures that Native American human remains and cultural items are treated with respect and dignity during all phases of the archaeological evaluation process in accordance with CEQA and any applicable local regulations.

**Assembly Bill (AB) 52**

AB 52 (Chapter 532, Statutes of 2014) was passed on September 25, 2014, and applies to all projects that file a Notice of Preparation, or Notice of Intent to Adopt a negative declaration, mitigated negative declaration or EIR, on or after July 1, 2015. The bill requires that a lead agency begin consultation with a California Native American tribe if that tribe has requested, in writing, to be kept informed of projects by the lead agency, prior to the determination whether a negative declaration, mitigated negative declaration or EIR will be prepared. The bill also specifies mitigation measures that may be considered to avoid or minimize impacts on tribal cultural resources. Additionally, AB 52 directs the Office of Planning and Research to revise Appendix G of the CEQA Guidelines to separate the consideration of tribal cultural resources from paleontological resources by July 1, 2016.

### c. Local

#### Historical Resources Regulations

The Historical Resources Regulations (HRR) are part of the San Diego Municipal Code (Chapter 14, Article 3, Division 2: Purpose of HRR or Sections 143.0201-143.0280). The HRR have been developed to implement applicable local, state, and federal policies and mandates. Included in these are the General Plan, CEQA, and Section 106 of the National Historic Preservation Act (NHPA) of 1966.

Part of the HRR consists of a Development Review Process for all projects in the City. This review process is composed of two parts: implementation of the HRR and a determination of impacts and mitigation under CEQA. The implementation of the HRR begins with the determination of the need for a survey of the project site. The need for a survey is based on historical resource information and the date and results of any previous surveys of a project site. Surveys are required if more than five years have elapsed since the last survey and the potential for resources exists. A historic property (built environment) survey is required if the structure/site is over 45 years old, may meet one or more criteria for designation, and appears to have integrity of setting, design, materials, workmanship, feeling, and association. Surveys must be conducted according to criteria in the Historical Resource Guidelines (HRG). If the survey results are negative, the review process is complete and no mitigation is required.

Historical resources, in the HRR context, include site improvements, buildings, structures, historic districts, signs, features (including significant trees or other landscaping), places, place names, interior elements and fixtures designated in conjunction with a property, or other objects of historical, archaeological, scientific, educational, cultural, architectural, aesthetic, or traditional significance to the citizens of the city.

These include structures, buildings, archaeological sites, objects, districts, or landscapes having physical evidence of human activities. These are usually over 45 years old, and they may have been altered or still be in use (City of San Diego 2001).

In addition to direct and indirect impacts, cumulative impacts must also be addressed during the CEQA review process. Cumulative impacts are a result of individually minor but collectively significant projects occurring over a period of time. Data recovery may be considered a cumulative impact due to the loss of a portion of the resource data base. Cumulative impacts also occur in districts when several minor changes to contributing properties, their setting, or landscaping eventually results in a significant loss of integrity (City of San Diego 2001)

#### Historical Resources Guidelines

The City's Historical Resources Guidelines amended in April 2001 are designed to implement the Historical Resources Regulations contained in Chapter 14, Division 3, Article 2 of the LDC. If any resources have been recorded on the property, those resources must be evaluated for significance/importance in accordance with criteria listed in the Historical Resources Guidelines. Resources determined to be significant/important must either be avoided or a data recovery program for important archaeological sites must be developed and approved prior to permit issuance in order to assure adequate mitigation for the recovery of cultural and scientific information related to the resource's significance/importance.

**General Plan Historic Preservation Element**

The Historic Preservation Element of the General Plan sets a series of goals for the City for the preservation of historic resources. The first of these goals is to preserve significant historical resources. These goals would be realized through implementation of policies that encourage the identification and preservation of historical resources. Specific policies are shown in Table 5.7-2, *General Plan Historic Preservation Element Policies.*

**TABLE 5.7-2**
**GENERAL PLAN HISTORIC PRESERVATION ELEMENT POLICIES**

| Policy | Description |
|---|---|
| HP-A.1 | Strengthen historic preservation planning. |
| HP-A.2 | Fully integrate the consideration of historical and cultural resources in the larger land use planning process. |
| HP-A.3 | Foster government-to-government relationships with the Kumeyaay/Diegueño tribes of San Diego. |
| HP-A.4 | Actively pursue a program to identify, document, and evaluate the historical and cultural resources in the City of San Diego. |
| HP-A.5 | Designate and preserve significant historical and cultural resources for current and future generations. |
| HP-B.1 | Foster greater public participation and education in historical and cultural resources. |
| HP-B.2 | Promote the maintenance, restoration, and rehabilitation of historical resources through a variety of financial and development incentives. Continue to use existing programs and develop new approaches as needed. Encourage continued private ownership and utilization of historic structures through a variety of incentives. |
| HP-B.3 | Develop a historic preservation sponsorship program. |
| HP-B.4 | Increase opportunities for cultural heritage tourism. Additional discussion and policies can be found in the Economic Prosperity Element, Section I. |

Source: City of San Diego General Plan 2008.

## 5.7.2 Significance Determination Thresholds

Historical resources significance determination, pursuant to the City of San Diego's Significance Determination Thresholds, consists first of determining the sensitivity or significance of identified historical resources and, secondly, determining direct and indirect impacts that would result from project implementation.

Based on the City's Significance Determination Thresholds, impacts related to historical resources would be significant if the SYCPU would:

1. Result in the alteration, including the adverse physical or aesthetic effects and/or the destruction of a prehistoric or historic building (including an architecturally significant building), structure, or object or site;

2. Result in any impact to existing religious or sacred uses within the potential impact area; or

3. Result in the disturbance of any human remains, including those interred outside of formal cemeteries.

## 5.7.3 Issue 1: Historical or Archaeological Impacts

Would the proposed SYCPU or SYHVSP result in the alteration, including the adverse physical or aesthetic effects and/or the destruction of a prehistoric or historic building (including an architecturally significant building), structure, or object or site?

### 5.7.3.1 SYCPU

**a. Impacts**

As indicated earlier, the San Ysidro community includes known historical and archaeological resources. Future build-out pursuant to the SYCPU could impact these resources as well as subsurface cultural resources which have not been identified by previous studies. Given the lack of information regarding where future development may occur, impacts to specific resources within the community cannot be predicted in this PEIR.

The SYCPU was initiated by resolution in conjunction with funding from the former Redevelopment Agency in October 2008. The NOP was distributed in November 2015 and the Draft EIR in May 2016. Although both actions occurred after the passing of AB 52, during these times, the City of San Diego did not receive any formal requests for notification by a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed SYCPU. Therefore, consultation under AB 52 was not required.

However, the City informally consulted with the Director of Cultural Resources for the Iipay Nation of Santa Ysabel in response to an email for notification in accordance with SB 18. The project scope and proposed mitigation framework was discussed and agreement was reached regarding proper treatment of Tribal Cultural Resources and no further consultation was required. On June 30, 2016, the City received a letter and map from the Director of Cultural Resources for the Iipay Nation of Santa Ysabel identifying their traditionally and culturally affiliated areas within the City of San Diego's jurisdictional boundaries for the purpose of AB 52 notification.

While unable to guarantee that impacts to archaeological and historic resources would not occur with future development, the Historic Preservation Element of the SYCPU contains the following policies which would reduce potential impacts.

**9.1.1** Conduct subsurface investigations at the project level to identify potentially significant archaeological resources.

**9.1.2** Protect and preserve significant archaeological resources. Refer significant sites to the Historical Resources Board for designation.

**9.1.3** Ensure adequate data recovery and mitigation for adverse impacts to archaeological and Native American sites at the project level. In order to determine ethnic or cultural significance of archaeological sites or landscapes to the Native American community, meaningful consultation is necessary.

**9.1.4** Include measures during new construction to monitor and recover buried deposits from the historic periods and address significant research questions related to pre-history.

**9.1.5** Identify, designate, preserve, and restore historical buildings in San Ysidro and encourage their adaptive reuse.

**9.1.6** Catalogue and preserve historic street lighting and furniture. Maintain and preserve other non-structural features of the historic and cultural landscape, such as sidewalk scoring and coloring, sidewalk stamps, and landscaping.

**9.1.7** Encourage the reuse of materials and the adaptation of historically significant structures to help sustain the community character.

**9.1.8** Preserve notable landmarks and areas of historic, architectural, or aesthetic value.

**9.1.9** Promote the preservation of buildings and features that provide continuity with the past.

**9.1.10** Encourage new building to express a variety of architectural styles, but to do so with full awareness of and respect for, the height, mass, articulation, and materials of the surrounding historic buildings and culturally significant resources.

**9.1.11** Look to historic buildings for design, architectural ideas, and inspiration.

**9.1.12** Complete an intensive-level survey of the potential Little Landers Historic District to determine whether or not the area is eligible for designation as a historic district, either as proposed or in a modified form depending upon the results of the survey.

**9.1.13** Complete an intensive-level survey of the potential San Ysidro Community Park Cultural Landscape to determine whether or the area is eligible for designation as a cultural landscape with specific focus on the influence of Mexican culture on the physical environment.

The San Ysidro Historic Context Statement (Appendix H) contains two recommendations for future study within the SYCPU area. One would be to perform a San Ysidro Community Park Cultural Landscape Study, focusing on the San Ysidro Community Park and surrounding area as a cultural landscape with specific focus on the influence of Mexican culture on the physical environment. The other would be to perform a study of the potential Little Landers Historic District. This residential district would be centered on the San Ysidro Community Park and encompass the area between Pepper Street, Seaward Street, Alverson Street, and San Ysidro Boulevard. Based upon initial mapping of potential resources within this area, the potential historic district may not be viable due to integrity issues; however, a smaller district may exist encompassing as little as one or two street blocks.

### b. Significance of Impacts

Given the presence of known and potential historical and archeological resources within the community, future development pursuant to the SYCPU could have a significant impact on important historical or archaeological resources.

### c. Mitigation Framework

**Archaeological Resources**

Implementation of the following mitigation measure would reduce impacts on archaeological resources.

**HIST-1: Archaeological and Tribal Cultural Resources.** Prior to issuance of any permit for a future development project implemented in accordance with the SYCPU ~~area~~ that could directly affect an archaeological or tribal cultural resource, the City shall require the following steps be taken to determine: (1) the presence of archaeological or tribal cultural resources and (2) the appropriate mitigation for any significant resources which may be impacted by a development activity. Sites may include, but are not limited to, residential and commercial properties, privies, trash pits, building foundations, and industrial features representing the contributions of people from diverse socio-economic and ethnic backgrounds. Sites may also include resources associated with prehistoric Native American activities.

Initial Determination

The environmental analyst will determine the likelihood for the project site to contain historical resources by reviewing site photographs and existing historic information (e.g., Archaeological Sensitivity Maps, the Archaeological Map Book, and the City's "Historical Inventory of Important Architects, Structures, and People in San Diego") and may conduct a site visit, as needed. If there is any evidence that the site contains archaeological or tribal cultural resources, then an archaeological ~~a historic~~ evaluation consistent with the City Guidelines would be required. All individuals conducting any phase of the archaeological evaluation program must meet professional qualifications in accordance with the City Guidelines.

Step 1:

Based on the results of the Initial Determination, if there is evidence that the site contains historical resources, preparation of a historic evaluation is required. The evaluation report would generally include background research, field survey, archaeological testing and analysis. Before actual field reconnaissance would occur, background research is required which includes a record search at the SCIC at San Diego State University and the San Diego Museum of Man. A review of the Sacred Lands File maintained by the NAHC must also be conducted at this time. Information about existing archaeological collections should also be obtained from the San Diego Archaeological Center and any tribal repositories or museums.

In addition to the record searches mentioned above, background information may include, but is not limited to: examining primary sources of historical information (e.g., deeds and wills), secondary sources (e.g., local histories and genealogies), Sanborn Fire Maps, and historic cartographic and aerial photograph sources; reviewing previous archaeological research in similar areas, models that predict site distribution, and archaeological,

architectural, and historical site inventory files; and conducting informant interviews. The results of the background information would be included in the evaluation report.

Once the background research is complete, a field reconnaissance must be conducted by individuals whose qualifications meet the standards outlined in the City Guidelines. Consultants are encouraged to employ innovative survey techniques when conducting enhanced reconnaissance, including, but not limited to, remote sensing, ground penetrating radar, and other soil resistivity techniques as determined on a case-by-case basis. Native American participation is required for field surveys when there is likelihood that the project site contains prehistoric archaeological resources or traditional cultural properties. If through background research and field surveys historical resources are identified, then an evaluation of significance, based on the City's Guidelines, must be performed by a qualified archaeologist.

Step 2:

~~Once a historical resource has been~~ Where a recorded archaeological site or Tribal Cultural Resource (as defined in the Public Resources Code) is identified, the City would be required to initiate consultation with identified California Indian tribes pursuant to provisions in Public Resources Code 21080.3.1 and 21080.3.2, in accordance with Assembly Bill 52. ~~a significance determination must be made.~~ It should be noted that during the consultation process, tribal representative(s) ~~and/or Native American monitors~~ will be directly involved in making recommendations regarding the significance of a tribal cultural resource which could also be a prehistoric archaeological site~~s during this phase of the process. The~~ A testing program may be recommended which requires reevaluation of the proposed project in consultation with the Native American representative which could result in a combination of project redesign to avoid and/or preserve significant resources as well as mitigation in the form of data recovery and monitoring (as recommended by the qualified archaeologist and Native American representative). ~~An~~ The archaeological testing program, if required, will ~~be required which i~~nclude~~s~~ evaluating the horizontal and vertical dimensions of a site, the chronological placement, site function, artifact/ecofact density and variability, presence/absence of subsurface features, and research potential. A thorough discussion of testing methodologies, including surface and subsurface investigations, can be found in the City Guidelines. Results of the consultation process will determine the nature and extent of any additional archaeological evaluation or changes to the proposed project.

The results from the testing program will be evaluated against the Significance Thresholds found in the Guidelines. If significant historical resources are identified within the Area of Potential Effect, the site may be eligible for local designation. However, this process would not proceed until such time that the tribal consultation has been concluded and an agreement is reached (or not reached) regarding significance of the resource and appropriate mitigation measures are identified. ~~At this time,~~ When appropriate, the final testing report must be submitted to Historical Resources Board staff for eligibility determination and possible designation. An agreement on the appropriate form of mitigation is required prior to distribution of a draft environmental document. If no significant resources are found, and site conditions are such that there is no potential for further discoveries, then no further action is required. Resources found to be non-

significant as a result of a survey and/or assessment will require no further work beyond documentation of the resources on the appropriate Department of Parks and Recreation (DPR) site forms and inclusion of results in the survey and/or assessment report. If no significant resources are found, but results of the initial evaluation and testing phase indicates there is still a potential for resources to be present in portions of the property that could not be tested, then mitigation monitoring is required.

Step 3:

Preferred mitigation for historical resources is to avoid the resource through project redesign. If the resource cannot be entirely avoided, all prudent and feasible measures to minimize harm shall be taken. For archaeological resources where preservation is not an option, a Research Design and Data Recovery Program is required, which includes a Collections Management Plan for review and approval. When tribal cultural resources are present and also cannot be avoided, appropriate and feasible mitigation will be determined through the tribal consultation process and incorporated into the overall data recovery program, where applicable or project specific mitigation measures incorporated into the project. The data recovery program shall be based on a written research design and is subject to the provisions as outlined in CEQA, Section 21083.2. The data recovery program must be reviewed and approved by the City's Environmental Analyst prior to ~~draft CEQA document~~ distribution of a draft CEQA document and shall include the results of the tribal consultation process. Archaeological monitoring may be required during building demolition and/or construction grading when significant resources are known or suspected to be present on a site, but cannot be recovered prior to grading due to obstructions such as, but not limited to, existing development or dense vegetation.

A Native American observer must be retained for all subsurface investigations, including geotechnical testing and other ground-disturbing activities, whenever a Native American ~~Traditional Cultural Property~~ tribal cultural resource or any archaeological site located on City property or within the Area of Potential Effect of a City project would be impacted. In the event that human remains are encountered during data recovery and/or a monitoring program, the provisions of California Public Resources Code Section 5097 must be followed. In the event that human remains are discovered during project grading, work shall halt in that area and the procedures set forth in the California Public Resources Code (Section 50987.98) and State Health and Safety Code (Section 7050.5), and in the federal, state, and local regulations described above shall be undertaken. These provisions will be ~~are~~ outlined in the MMRP included in ~~the~~ a subsequent project-specific environmental document. The Native American monitor shall be consulted during the preparation of the written report, at which time they may express concerns about the treatment of sensitive resources. If the Native American community requests participation of an observer for subsurface investigations on private property, the request shall be honored.

Step 4:

Archaeological Resource Management reports shall be prepared by qualified professionals as determined by the criteria set forth in Appendix B of the Guidelines. The discipline shall be tailored to the resource under evaluation. In cases involving complex resources, such as traditional cultural properties, rural landscape districts, sites involving a combination of

prehistoric and historic archaeology, or historic districts, a team of experts will be necessary for a complete evaluation.

Specific types of historical resource reports are required to document the methods (see Section III of the Guidelines) used to determine the presence or absence of historical resources; to identify the potential impacts from proposed development and evaluate the significance of any identified historical resources; to document the appropriate curation of archaeological collections (e.g., collected materials and the associated records); in the case of potentially significant impacts to historical resources, to recommend appropriate mitigation measures that would reduce the impacts to below a level of significance; and to document the results of mitigation and monitoring programs, if required.

Archaeological Resource Management reports shall be prepared in conformance with the California Office of Historic Preservation "Archaeological Resource Management Reports: Recommended Contents and Format" (see Appendix C of the Guidelines), which will be used by Environmental ~~Analysis Section~~ staff in the review of archaeological resource reports. Consultants must ensure that archaeological resource reports are prepared consistent with this checklist. This requirement will standardize the content and format of all archaeological technical reports submitted to the City. A confidential appendix must be submitted (under separate cover) along with historical resources reports for archaeological sites and ~~traditional~~ tribal cultural ~~properties~~ resources containing the confidential resource maps and records search information gathered during the background study. In addition, a Collections Management Plan shall be prepared for projects which result in a substantial collection of artifacts and must address the management and research goals of the project and the types of materials to be collected and curated based on a sampling strategy that is acceptable to the City. Appendix D (Historical Resources Report Form) may be used when no archaeological resources were identified within the project boundaries.

Step 5:

For Archaeological Resources: All cultural materials, including original maps, field notes, non-burial related artifacts, catalog information, and final reports recovered during public and/or private development projects must be permanently curated with an appropriate institution, one which has the proper facilities and staffing for insuring research access to the collections consistent with state and federal standards unless otherwise determined during the tribal consultation process. In the event that a prehistoric and/or historic deposit is encountered during construction monitoring, a Collections Management Plan would be required in accordance with the project MMRP. The disposition of human remains and burial related artifacts that cannot be avoided or are inadvertently discovered is governed by state (i.e., AB 2641 [Coto] and California Native American Graves Protection and Repatriation Act of 2001 [Health and Safety Code 8010-8011]) and federal (i.e., Native American Graves Protection and Repatriation Act [U.S.C. 3001-3013]) law, and must be treated in a dignified and culturally appropriate manner with respect for the deceased individual(s) and their descendants. Any human bones and associated grave goods of Native American origin shall be turned over to the appropriate Native American group for repatriation.

Arrangements for long-term curation of all recovered artifacts must be established between the applicant/property owner and the consultant prior to the initiation of the field reconnaissance., and When tribal cultural resources are present, or non-burial-related artifacts associated with tribal cultural resources are suspected to be recovered, the treatment and disposition of such resources will be determined during the tribal consultation process. This information must then be included in the archaeological survey, testing, and/or data recovery report submitted to the City for review and approval. Curation must be accomplished in accordance with the California State Historic Resources Commission's Guidelines for the Curation of Archaeological Collection (dated May 7, 1993) and, if federal funding is involved, Title 36 of the Code of Federal Regulations, Part 79 of the Federal Register. Additional information regarding curation is provided in Section II of the Guidelines.

**Historical Resources**

Implementation of the following mitigation measure would reduce impacts to historical resources.

**HIST-2: Historic Buildings, Structures, and Objects.** Prior to issuance of any permit for a future development project implemented in accordance with the SYCPU that would directly or indirectly affect a building/structure in excess of 45 years of age, the City shall determine whether the affected building/structure is historically significant. The evaluation of historic architectural resources shall be based on criteria such as age, location, context, association with an important person or event, uniqueness, or structural integrity, as indicated in the Guidelines.

Preferred mitigation for historic buildings or structures shall be to avoid the resource through project redesign. If the resource cannot be entirely avoided, all prudent and feasible measures to minimize harm to the resource shall be taken. Depending upon project impacts, measures shall include, but are not limited to:

a. Conducting a Historic American Building Survey (HABS) and Historic American Engineering Record (HAER);

b. Preparing a historic resource management plan;

c. Designing new construction which is compatible in size, scale, materials, color and workmanship to the historic resource (such additions, whether portions of existing buildings or additions to historic districts, shall be clearly distinguishable from historic fabric);

d. Repairing damage according to the Secretary of the Interior's Standards for Rehabilitation;

e. Screening incompatible new construction from view through the use of berms, walls, and landscaping in keeping with the historic period and character of the resource;

f. Shielding historic properties from noise generators through the use of sound walls, double glazing, and air conditioning; and

~~g. Removing industrial pollution at the source of production.~~

Specific types of historical resource reports, outlined in Section III of the HRG, are required to document the methods to be used to determine the presence or absence of historical resources, to identify potential impacts from a proposed project, and to evaluate the significance of any historical resources identified. If potentially significant impacts to an identified historical resource are identified these reports will also recommend appropriate mitigation to reduce the impacts to below a level of significance, where possible. If required, mitigation programs can also be included in the report.

**d. Significance after Mitigation**

**Archaeological Resources**

Implementation of actions pursuant to Mitigation Measure HIST-1, combined with SYCPU policies promoting the identification and preservation of significant resources and compliance with CEQA and Public Resources Code Section 21080.3.1 requiring tribal consultation, would reduce impacts to archaeological or tribal cultural resources to less than significant for future development.

**Historical Resources**

Implementation of actions pursuant to Mitigation Measure HIST-2 would reduce impacts to historic buildings, structures, and objects. However, the ability of this measure to adequately protect significant historic structures cannot be assured at the program level. Thus, potential significant impacts to important historical resources are considered unavoidable at the program level.

### 5.7.3.2 SYHVSP

**a. Impacts**

As discussed earlier, three structures within the SYHVSP are designated as historically significant. Future development which may alter these structures would result in an historical impact. Similarly, as with the SYCPU, subsurface archaeological resources may be present within the specific plan area. If present, future development could impact these resources.

**b. Significance of Impacts**

Given the presence of known and potential historical and archaeological resources within the community, future development pursuant to the SYHVSP could have a significant impact on important historical or archaeological resources.

**c. Mitigation Framework**

**Archaeological Resources**

Mitigation Measure HIST-1 would be applicable to future development within the SYHVSP.

**Historical Resources**

Mitigation Measure HIST-2 would be applicable to future development within the SYHVSP.

**d. Significance after Mitigation**

**Archaeological Resources**

Implementation of actions pursuant to Mitigation Measure HIST-1, combined with SYCPU policies promoting the identification and preservation of significant resources and compliance with CEQA and Public Resources Code Section 21080.3.1 requiring tribal consultation, would reduce impacts to archaeological or tribal cultural resources to less than significant for future development.

**Historical Resources**

Implementation of actions pursuant to Mitigation Measure HIST-2 would reduce impacts to historic buildings, structures, and objects. However, the ability of this measure to adequately protect significant historic structures cannot be assured at the program level. Thus, potential significant impacts to important historical resources are considered unavoidable at the program level.

## 5.7.4 Issue 2: Religious or Sacred Impacts

Would the proposed SYCPU or SYHVSP result in any impact to existing religious or sacred uses within the SYCPU area?

### 5.7.4.1 SYCPU

**a. Impacts**

As discussed earlier, important religious or sacred resources are anticipated to occur within the SYCPU area. Thus, future development could impact religious or sacred sites.

**b. Significance of Impacts**

Given the presence of known sacred lands within the community, future development pursuant to the SYCPU could have a significant impact on religious or sacred sites. Due to the sensitive nature of sacred and religious places, any impacts associated with future projects would be considered significant.

**c. Mitigation Framework**

Mitigation Measure HIST-1 would be applicable to reducing impacts to religious or sacred sites.

**d. Significance after Mitigation**

Implementation of actions pursuant to Mitigation Measure HIST-1, combined with SYCPU policies promoting the identification and preservation of significant resources and compliance with CEQA and Public Resources Code Section 21080.3.1 requiring tribal consultation, would reduce impacts to less than significant.

#### 5.7.4.2 SYHVSP

**a. Impacts**

As with the SYCPU, development within the SYHVSP could impact religious or sacred sites located within the specific plan area.

**b. Significance of Impacts**

Due to the sensitive nature of sacred and religious places, any impacts associated with future projects within the SYHVSP would be considered significant.

**c. Mitigation Framework**

Mitigation Measure HIST-1 would be applicable to reducing impacts to religious or sacred sites.

**d. Significance after Mitigation**

Implementation of actions pursuant to Mitigation Measure HIST-1, combined with SYCPU policies promoting the identification and preservation of significant resources and compliance with CEQA and Public Resources Code Section 21080.3.1 requiring tribal consultation, would reduce impacts to less than significant.

## 5.7.5 Issue 3: Human Remains

Would the SYCPU or SYHVSP result in the disturbance of any human remains, including those interred outside of formal cemeteries?

#### 5.7.5.1 SYCPU

**a. Impacts**

If human remains are present within future development areas, impacts to human remains could occur.

**b. Significance of Impacts**

Given the possibility of encountering subsurface human remains, any impact to human remains during future development pursuant to the SYCPU would be considered significant.

**c. Mitigation Framework**

Mitigation Measure HIST-1 contains specific guidance regarding actions to be taken in the event human remains are encountered.

**d. Significance after Mitigation**

Implementation of actions pursuant to Mitigation Measure HIST-1, combined with SYCPU policies promoting the identification and preservation of significant resources, would reduce impacts to less than significant.

### 5.7.5.2 SYHVSP

**a. Impacts**

If human remains are present within future development areas with the specific plan area, impacts to human remains could occur.

**b. Significance of Impacts**

Given the possibility of encountering subsurface human remains, any impact to human remains during future development pursuant to the SYHVSP would be considered significant.

**c. Mitigation Framework**

Mitigation Measure HIST-1 contains specific guidance regarding actions to be taken in the event human remains are encountered.

**d. Significance after Mitigation**

Implementation of actions pursuant to Mitigation Measure HIST-1, combined with SYCPU policies promoting the identification, would reduce impacts to less than significant.

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# 5.8 Visual Effects and Neighborhood Character

This section describes scenic resources and urban features as they relate to neighborhood character and visual resources, and analyzes the potential impacts to community visual character as a result of implementation of the proposed SYCPU. The visual aspects of the proposed SYCPU, including height, bulk, and scale, and architectural and landscape design, are assessed for compatibility with existing and planned patterns of development and associated neighborhood character in the surrounding area.

## 5.8.1 Existing Conditions

#### 5.8.1.1 SYCPU

**a. Existing Visual Landscape**

**Landform**

Much of the SYCPU area consists of relatively flat land that gradually rises in a northeasterly direction from the Tijuana River Valley to the hillsides in the eastern portion of the community. Elevations within the SYCPU area range from approximately 45 feet amsl in the lower-lying southern area to 380 feet amsl in portions of the hillsides east of I-805. The Tijuana River Valley forms the southwestern boundary of the SYCPU area, and extends all the way to the Pacific Ocean. The Dairy Mart Ponds in the southwestern portion of the SYCPU are connected to the Tijuana River Valley, and are comprised of an open space area characterized by open water and riparian vegetation. The central and northern portions of the SYCPU area are characterized by relatively level topography, and are built out with a mixture of residential, commercial, industrial, and institutional land uses that create an urbanized built environment. The eastern portion of the SYCPU contains moderate to steep hillsides, and almost entirely consists of undeveloped land.

**Scenic Resources**

In accordance with the State Scenic Highway Program, the General Plan classifies scenic highways and routes throughout the City. No roadways or freeways within the SYCPU area have been designated as scenic in the General Plan or Adopted Community Plan.

While the SYCPU area is mostly developed and constitutes a built environment, the Parks, Recreation, and Open Space Element of the Adopted Community Plan identifies some natural areas within and adjacent to the SYCPU as visual resources, including the Dairy Mart Ponds, Tijuana River Valley, and eastern hillsides.

The Dairy Mart Ponds, located southwest of I-5 and off of Dairy Mart Road, are comprised of approximately 113 acres of wetland habitat, 88 of which are within the boundaries of the SYCPU area. These ponds are one the few remaining undeveloped natural areas within the community, and provide a large, natural riparian corridor within an otherwise developed area. As a result, the ponds are a major natural feature and scenic resource within the community.

The Dairy Mart Ponds are connected to the Tijuana River Valley, immediately west of the SYCPU area. The river valley is a large open space area that encompasses the natural floodplain that extends west to the Pacific Ocean. Located between the cities of Tijuana and San Diego, the river valley provides an open, natural area in an otherwise urban atmosphere. Although it is not within the SYCPU area boundaries, expansive views across the river valley are provided from some vantage points within the SYCPU area and as a result, the Tijuana River Valley serves as a major natural scenic resource.

The steep slopes along the eastern boundary of the SYCPU area are another one of the community's major visual resources. The hillsides are undeveloped, and provide topographic variation and visual contrast with the adjacent urbanized area. These hillsides rise from the generally level urbanized edge, and abut the San Diego National Wildlife Refuge open space area to the east. The scale and expanse of the undeveloped hillsides compared to the adjacent built environment make these hillsides visually prominent scenic resources.

The international border forms the southern boundary of the SYCPU area and, although not designated as a scenic resource, it is a major landmark within the community as well as the region. The visual elements and infrastructure along the border are distinctive and visually contrast with those of the surrounding community. Large, monolithic fences, border crossing buildings and facilities, signage, and substantially contrasting development patterns on the south side of the border create a landmark international gateway within the community and a prominent built environment visual resource.

**Public Views**

Public views are those provided from public resources such as freeways, public roadways, open space areas, public parks, and public recreation areas. Public views into the SYCPU area are primarily provided from freeways and roadways within the community. Motorists travelling on SR-905 (that forms the northern boundary of the SYCPU area) are provided peripheral views of the northern portion of the SYCPU. While the freeway road bed lies a little higher than the adjacent San Ysidro community, views of residential homes and industrial buildings are provided along with the steep hillsides in the eastern portion of the community. Along I-5, views into the community are provided on either side of the freeway and largely encompass a variety of developed uses primarily along San Ysidro Boulevard on the east side of the freeway and Calle Primera on the west side. As I-5 merges with I-805 approaching the border, views are focused on border crossing facilities and Mexico beyond. Views from I-805 into the community are largely blocked by intervening topography as most of the I-805 road bed within the SYCPU area lies below the adjacent community with berms and vegetation along both sides of the freeway.

Views of the community are provided from most public roadways within the SYCPU area, and encompass visual elements and uses along the roadways. Within residential areas, views primarily encompass groups of single-family homes or larger multi-family complexes with a mixture of styles and scale. Along San Ysidro Boulevard, views encompass a variety of visual elements comprised of multiple land uses, building types and forms, architectural styles, and colors that contribute to notable visual diversity. The visual experience along Beyer Boulevard is similar, but the diversity is not as prominent as San Ysidro Boulevard. Other major roadways, such as Camino de la Plaza and Calle Primera provide views of larger structures associated with regional shopping centers and industrial uses along with pockets of residential uses. Views of the Dairy Mart Ponds or associated

riparian corridor are provided primarily from Camino de la Plaza, Dairy Mart Road, Calle Primera, and a short segment of I-5. Views across the Tijuana River Valley are available from segments along Dairy Mart Road and Camino de la Plaza. The hillsides in the eastern portion of the SYCPU area and border crossing elements can be seen from many roadways in the community. Overall, visibility into the SYCPU area is largely unobstructed from public roadways within the community.

Transit patrons on the ~~trolley~~Trolley are also afforded views into the community, especially of areas adjacent to the ~~trolley~~Trolley corridor. Transit-users have views similar to motorists described above, and such views may have longer durations since transit riders need not focus on navigating through the travel corridor because they are passengers and not drivers.

Because the San Ysidro POE is the busiest land POE in North America, there are a substantial number of motorists travelling north and south on I-5 and I-805, and pedestrians crossing the border. The San Ysidro POE processes an average of 50,000 northbound vehicles and 25,000 northbound pedestrians per day (GSA 2015). These viewer groups are provided views of the POE, as well areas adjacent to the POE.

Several public parks occur within the community, and are generally interspersed within residential neighborhoods. Views from these neighborhood parks primarily encompass adjacent residences and roadways and freeways (depending on the location). Recreation and community centers are also located within the community such as the Cesar Chavez Recreation Center and Colonel Irving Salomon San Ysidro Community Activity Center. Views from these public facilities include surrounding residential and commercial development. Views of the Dairy Mart Ponds and Tijuana River Valley are generally not provided from public parks and recreation facilities. Background views of the eastern hillsides are visible from some of these public facilities where intervening development does not obstruct eastern views. While direct views of border crossing facilities are generally not available from these parks and recreation centers, southern views into Mexico, particularly of developed hillsides are provided that remind the viewer of the close proximity of the international border.

**b. Community Character**

Photographs depicting the existing visual conditions and character of San Ysidro are included in Figures 5.8-1a and 5.8-1b, *Existing Visual Conditions*.

The character of San Ysidro is closely tied to, and largely defined by, its proximity to the United States/Mexico border. San Ysidro began as a small agricultural community, and continued to retain this identity, even as its importance in, and dependence upon, border commerce began to grow. Today, the SYCPU area is an international crossroads, and consists of a border community with the busiest land POE in North America. The SYCPU area is densely populated primarily with residential and commercial uses, but contains a mix of residential, commercial, industrial, institutional, recreational, and open space uses.

The community exhibits strong ties to Mexico, and many of the community's commercial uses are oriented toward tourists and other cross-border travelers. San Ysidro was originally laid out in a grid pattern with major avenues running north and south and organized around a central linear park. As discussed earlier, this pattern has been disrupted in the last several decades by the construction of major freeways and the Trolley. These transportation corridors create divisions that limit pedestrian

activity, and bar social, visual, and physical connections, all of which contribute to a divided community.

The SYCPU area is characterized primarily by residential neighborhoods. Most are located south of SR-905, east of I-5, and west of I-805, and consist of single-family homes along with multi-family complexes. The single-family homes are one to two stories with varied architectural styles, colors, and forms (refer to Photo 6 in Figure 5.8-1b). The multi-family buildings are larger structures and, in general, are more uniform in terms of style and bulk. There are pockets of neighborhoods comprised of only single-family homes, and areas where only multi-family complexes occur, but also several areas that contain an integrated mix of both single-family and multi-family homes. The historic core of the community is located in the geographic center of the SYCPU and is primarily comprised of older residential homes that were constructed in the 1920s and commercial and civic uses (refer to Photo 7 in Figure 5.8-1b).

Commercial districts are concentrated along San Ysidro Boulevard and Camino de la Plaza. Commercial development along San Ysidro Boulevard was first established in the 1920s and 1930s, and consists of various one- to two-story, pedestrian-scale buildings that comprise a historic district that functions as a main street (refer to Photo 8 in Figure 5.8-1b). Larger-scale, visitor-serving commercial development is located along Camino de la Plaza, particularly near the POE, and includes the regional Las Americas shopping mall, restaurants, Mexican insurance, money exchanges, and gas stations. These regional and border-dependent facilities emphasize the importance of the international border and how it contributes to the character of the San Ysidro community. As described above, the POE is a major visual landmark within the community. It is a highly active area bustling with cross-border movement and operates 24 hours a day. Associated border infrastructure provides dominant visual elements within the southern portion of the SYCPU area. Coupled with vehicular and pedestrian circulation patterns around the POE, this portion of the SYCPU area is very different from the rest of the community in terms of community character in that it exhibits a large-scale, transportation-related institutional facility within an otherwise small-town community (refer to Figure 5.8-1a, Photo 4).

Given the proximity to the border, public transportation facilities are located within the southern portion of the SYCPU, and include the San Ysidro Intermodal Transit Center (refer to Photo 5 in Figure 5.8-1b) that accommodates the ~~trolley~~Trolley, buses, and taxis making it a major activity center within the community. The ~~trolley~~Trolley terminates at this location and this ~~trolley~~Trolley station is the busiest station within the ~~trolley~~Trolley system with over 17,000 daily passengers per day (City of San Diego 2015b).

Most of the SYCPU area is urbanized, but there are a few areas of undeveloped land along the edges of the community, including the hillsides in the eastern portion of the SYCPU area and the Dairy Mart Ponds in the southwestern portion of the SYCPU area. These areas contain natural visual and topographic elements that contrast with the adjacent built environment and provide some naturalized character elements (refer to Photos 1 through 3 on Figure 5.8-1a).

Overall, the community character of San Ysidro is defined as an urbanized border community that contains an eclectic variety of building types, architectural styles, and colors due to development that has occurred over time since the early 1900s and its location at the international border. It maintains its identity as a border town established through a rich, cultural history with distinct neighborhoods.



Photo 1: Dairy Mart Ponds



Photo 2: Views of Tijuana River Valley



Photo 3: Views of Eastern Hillsides



Photo 4: San Ysidro Port of Entry

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# Existing Visual Conditions

SAN YSIDRO COMMUNITY PLAN UPDATE

HELIX Environmental Planning

Figure 5.8-1a



Photo 5: San Ysidro Intermodal Transit Center



Photo 6: Single-family Home



Photo 7: San Ysidro Library




Photo 8: Commercial Buildings along San Ysidro Boulevard

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# Existing Visual Conditions

SAN YSIDRO COMMUNITY PLAN UPDATE

Figure 5.8-1b

HELIX Environmental Planning

### 5.8.1.2 SYHVSP

#### a. Existing Visual Landscape

**Landform**

The SYHVSP area is located in the central portion of the SYCPU area that is characterized by relatively level topography, and is built out with a mixture of residential, commercial, industrial, and institutional land uses that create an urbanized built environment.

**Scenic Resources**

No roadways or freeways or other visual resources within the SYHVSP area have been designated as scenic in the General Plan or Adopted Community Plan. However, this area is comprised of the community's historic core, and contains some original homes and storefronts from the early 1900s. Although this area does not contain scenic resources, it remains the historic center of the community, and is a highly valued community resource.

**Public Views**

Like the larger SYCPU area, public views of the SYHVSP area are primarily provided from freeways and roadways within and adjacent to the SYHVSP area. Motorists on I-5 and I-805 that border the SYHVSP area have peripheral views of development along the freeway corridors. Views of the SYHVSP area are not provided from SR-905 due to distance and intervening development. Local roadways that traverse the SYHVSP area provide close up views of this area. Transit riders on the ~~trolley~~Trolley also have views adjacent to development as the ~~trolley~~Trolley corridor cuts through the SYHVSP area.

The SYHVSP area contains one public park, the linear San Ysidro Community Park that contains active and passive recreation facilities. Park users are provided outward views of surrounding development, which is primarily comprised of single-family homes, except for commercial buildings along San Ysidro Boulevard.

Because the SYHVSP area is partially framed by two major freeway corridors (I-5 and I-805), bisected by the ~~trolley~~Trolley line, and essentially built out, expansive views to outlying open space areas and the international border are generally not provided. Eastward views from some vantage points encompass portions of the undeveloped hillsides in the eastern portion of the SYCPU area above rooflines or through trees. Additionally, distant views of portions of developed hillsides in Mexico are visible from some public vantage points that provide a reference to the viewer of the international border.

#### b. Community Character

The SYHVSP area occurs within the geographic center of the SYCPU area, and is primarily comprised of older residential homes that were constructed in the 1920s and commercial and civic areas (refer to Figure 5.8-1b, Photos 6, 7, and 8). As discussed above, this area contains the historic core of the community where development began with the construction of homes for the Little Landers agricultural colony and neighborhood shops. Many of these homes and storefront buildings still

exist, and are anchored by a linear park and historic library along East and West Park avenues. These older homes are small bungalow style and storefronts along San Ysidro Boulevard are one and two-story, pedestrian-scaled buildings characteristic of a small-town village and main street. While this area has undergone change due to surrounding and infill development, overall it has retained its village character.

## 5.8.3 Regulatory Framework

Several existing policies, design guidelines, and development regulations provide pertinent visual quality and neighborhood character criteria for development in the proposed SYCPU and SYHVSP areas. These include the General Plan; the LDC, including the SYPDO, ESL Guidelines, and Coastal Overlay Zone; and the existing Adopted San Ysidro Community Plan.

**General Plan**

The Urban Design Element of the General Plan provides guidance for the development of village environments, including high-quality public spaces, civic architecture, and the enhancement of visual quality. The Urban Design Element includes citywide design goals and policies regarding visual elements that complement the goals for pedestrian-oriented and walkable villages from the City of Villages strategy. The Urban Design Element also addresses urban form and design through policies aimed at respecting the natural environment, preserving open space systems, and targeting new growth into compact villages. Key relevant policies related to visual quality are included in Table 5.8-1, *Urban Design Element Policies Related to Visual Quality.*

**TABLE 5.8-1**
**URBAN DESIGN ELEMENT POLICIES RELATED TO VISUAL QUALITY**

| Policy | Description |
|---|---|
| UD-A.1 | Preserve and protect natural landforms and features.<br>a. Protect the integrity of community plan designated open spaces (see also Conservation Element, Policy CE-B.1).<br>b. Continue to implement the MSCP to conserve San Diego's natural environment and create a linked open space system. Preserve and enhance remaining naturally occurring features such as wetlands, riparian zones, canyons, and ridge lines. |
| UD-A.3 | Design development adjacent to natural features in a sensitive manner to highlight and complement the natural environment in areas designated for development.<br>a. Integrate development on hillside parcels with the natural environment to preserve and enhance views, and protect areas of unique topography.<br>b. Minimize grading to maintain the natural topography, while contouring any landform alterations to blend into the natural terrain.<br>c. Utilize variable lot sizes, clustered housing, stepped-back facades, split-level units or other alternatives to slab foundations to minimize the amount of grading.<br>d. Consider terraced homes, stepped down with the slope for better integration with the topography to minimize grading in sensitive slope areas.<br>e. Utilize a clustered development pattern, single-story structures or single-story roof elements, or roofs sloped toward the open space system or natural features, to ensure that the visibility of new developments from natural features and open space areas are minimized. |

**TABLE 5.8-1**
**URBAN DESIGN ELEMENT POLICIES RELATED TO VISUAL QUALITY**
**(continued)**

| Policy | Description |
|---|---|
| UD-A.3 (cont.) | f. Provide increased setbacks from canyon rims or open space areas to ensure that the visibility of new development is minimized.<br>g. Screen development adjacent to natural features as appropriate so that development does not appear visually intrusive, or interfere with the experience within the open space system. The provision of enhanced landscaping adjacent to natural features could be used to soften the appearance of or buffer development from the natural features.<br>h. Use building and landscape materials that blend with and do not create visual or other conflicts with the natural environment in instances where new buildings abut natural areas. This guideline must be balanced with a need to clear natural vegetation for fire protection to ensure public safety in some areas.<br>i. Ensure that the visibility of new development from natural features and open space areas is minimized to preserve the landforms and ridgelines that provide a natural backdrop to the open space systems. For example, development should not be visible from canyon trails at the point the trail is located nearest to proposed development. Lines-of-sight from trails or the open space system could be used to determine compliance with this policy.<br>j. Design and site buildings to permit visual and physical access to the natural features from the public right-of-way.<br>k. Encourage location of entrances and windows in development adjacent to open space to overlook the natural features.<br>l. Protect views from public roadways and parklands to natural canyons, resource areas, and scenic vistas.<br>m. Preserve views and view corridors along and/or into waterfront areas from the public right-of-way by decreasing the heights of buildings as they approach the shoreline, where possible.<br>n. Provide public pedestrian, bicycle, and equestrian access paths to scenic viewpoints, parklands, and where consistent with resource protection, in natural resource open space areas.<br>o. Provide special consideration to the sensitive environmental design of roadways that traverse natural open space systems to ensure an integrated aesthetic design that respects open space resources. This could include the use of alternative materials such as “quiet pavement” in noise sensitive locations, and bridge or roadway designs that respect the natural environment.<br>p. Design structures to be ignition and fire-resistant in fire prone areas or at-risk areas as appropriate. Incorporate fire-resistant exterior building materials and architectural design features to minimize the risk of structure damage or loss due to wildfires |
| UD-A.5 | Design buildings that contribute to a positive neighborhood character and relate to neighborhood and community context.<br>a. Relate architecture to San Diego's unique climate and topography.<br>b. Encourage designs that are sensitive to the scale, form, rhythm, proportions, and materials in proximity to commercial areas and residential neighborhoods that have a well-established, distinctive character.<br>c. Provide architectural features that establish and define a building’s appeal and enhance the neighborhood character. |

**TABLE 5.8-1**
**URBAN DESIGN ELEMENT POLICIES RELATED TO VISUAL QUALITY**
**(continued)**

| Policy | Description |
|---|---|
| UD-A.5 (cont.) | d. Encourage the use of materials and finishes that reinforce a sense of quality and permanence.<br>e. Provide architectural interest to discourage the appearance of blank walls for development. This would include not only building walls, but fencing bordering the pedestrian network, where some form of architectural variation should be provided to add interest to the streetscape and enhance the pedestrian experience. For example, walls could protrude, recess, or change in color, height or texture to provide visual interest.<br>f. Design building wall planes to have shadow relief, where pop-outs, offsetting planes, overhangs and recessed doorways are used to provide visual interest at the pedestrian level.<br>g. Design rear elevations of buildings to be as well-detailed and visually interesting as the front elevation, if they will be visible from a public right-of-way or accessible public place or street.<br>h. Acknowledge the positive aspects of nearby existing buildings by incorporating compatible features in new developments.<br>i. Maximize natural ventilation, sunlight, and views.<br>j. Provide convenient, safe, well-marked, and attractive pedestrian connections from the public street to building entrances.<br>Design roofs to be visually appealing when visible from public vantage points and public rights-of-way. |
| UD-A.6 | Create street frontages with architectural and landscape interest to provide visual appeal to the streetscape and enhance the pedestrian experience.<br>a. Locate buildings on the site so that they reinforce street frontages.<br>b. Relate buildings to existing and planned adjacent uses.<br>c. Ensure that building entries are prominent, visible, and well-located.<br>d. Maintain existing setback patterns, except where community plans call for a change to the existing pattern.<br>e. Minimize the visual impact of garages, parking and parking portals to the pedestrian and street façades. |
| UD-A.7 | Respect the context of historic streets, landmarks, and areas that give a community a sense of place or history. A survey may be done to identify "conservation areas" that retain original community character in sufficient quantity and quality but typically do not meet designation criteria as an individual historical resource or as a contributor to a historical district.<br>a. Create guidelines in community plans to be used for new development, so that a neighborhood's historic character is complemented within the conservation areas where appropriate (see also Historical Preservation Element, Policy HP-A.2).<br>b. Review the redevelopment of property within conservation areas to maintain important aspects of the surviving community character that have been identified as characteristics of a neighborhood that could be preserved. |
| UD-A.10 | Design or retrofit streets to improve walkability, bicycling, and transit integration; to strengthen connectivity; and to enhance community identity. Streets are an important aspect of Urban Design as referenced in the Mobility Element (see also Mobility Element, Sections A, B, C, and F). |
| UD-A.12 | Reduce the amount and visual impact of surface parking lots (see also Mobility Element, Section G). |

**TABLE 5.8-1**
**URBAN DESIGN ELEMENT POLICIES RELATED TO VISUAL QUALITY**
**(continued)**

| Policy | Description |
|---|---|
| UD-A.14 | Design project signage to effectively utilize sign area and complement the character of the structure and setting.<br>a. Architecturally integrate signage into project design.<br>b. Include pedestrian-oriented signs to acquaint users to various aspects of a development. Place signs to direct vehicular and pedestrian circulation.<br>c. Post signs to provide directions and rules of conduct where appropriate behavior control is necessary.<br>d. Design signs to minimize negative visual impacts.<br>e. Address community-specific signage issues in community plans, where needed. |
| UD-B.1 | Recognize that the quality of a neighborhood is linked to the overall quality of the built environment. Projects should not be viewed singularly, but viewed as part of the larger neighborhood or community plan area in which they are located for design continuity and compatibility.<br>a. Integrate new construction with the existing fabric and scale of development in surrounding neighborhoods. Taller or denser development is not necessarily inconsistent with older, lower-density neighborhoods but must be designed with sensitivity to existing development. For example, new development should not cast shadows or create wind tunnels that will significantly impact existing development and should not restrict vehicular or pedestrian movements from existing development.<br>b. Design new construction to respect the pedestrian orientation of neighborhoods.<br>c. Provide innovative designs for a variety of housing types to meet the needs of the population. |
| UD-B.4 | Create street frontages with architectural and landscape interest for both pedestrians and neighboring residents.<br>a. Locate buildings on the site so that they reinforce street frontages.<br>b. Relate buildings to existing and planned adjacent uses.<br>c. Provide ground level entries and ensure that building entries are prominent and visible.<br>d. Maintain existing setback patterns, except where community plans call for redevelopment to change the existing pattern.<br>e. Locate transparent features such as porches, stoops, balconies, and windows facing the street to promote a sense of community.<br>f. Encourage side- and rear-loaded garages. Where not possible, reduce the prominence of the garage through architectural features and varying planes.<br>g. Minimize the number of curb-cuts along residential streets. |
| UD-B.5 | Design or retrofit streets to improve walkability, strengthen connectivity, and enhance community identity.<br>a. Design or retrofit street systems to achieve high levels of connectivity within the neighborhood street network that link individual subdivisions/projects to each other and the community.<br>b. Avoid closed loop subdivisions and extensive cul-de-sac systems, except where the street layout is dictated by the topography or the need to avoid sensitive environmental resources.<br>c. Design open ended cul-de-sacs to accommodate visibility and pedestrian connectivity, when development of cul-de-sacs is necessary.<br>d. Emphasize the provision of high quality pedestrian and bikeway connections to transit stops/stations, village centers, and local schools. |

**TABLE 5.8-1**
**URBAN DESIGN ELEMENT POLICIES RELATED TO VISUAL QUALITY**
**(continued)**

| Policy | Description |
|---|---|
| UD-B.5 (cont.) | e. Design new streets and consider traffic calming where necessary, to reduce neighborhood speeding (see also Mobility Element, Policy ME-C.5).<br>f. Enhance community gateways to demonstrate neighborhood pride and delineate boundaries.<br>g. Clarify neighborhood roadway intersections through the use of special paving and landscape.<br>h. Develop a hierarchy of walkways that delineate village pathways and link to regional trails.<br>i. Discourage use of walls, gates and other barriers that separate residential neighborhoods from the surrounding community and commercial areas. |
| UD-B.6 | Utilize alleys to provide improved and alternative pedestrian access to sites. This would include consideration of a promenade or paseo design for alleys with enhanced landscaping, and residential units or uses that face the alleys to activate them as alternative pedestrian streets. This could provide an alternative function for alleys that is non-vehicular, but still provides linkages to other sites and uses and adds to a neighborhood's connectivity. |
| UD-B.8 | Provide useable open space for play, recreation, and social or cultural activities in multifamily as well as single-family projects.<br>a. Design attractive recreational facilities, common facilities, and open space that can be easily accessed by everyone in the development it serves.<br>b. Design outdoor space as "outdoor rooms" and avoid undifferentiated, empty spaces.<br>c. Locate small parks and play areas in central accessible locations. |
| UD-C.2 | Design village centers to be integrated into existing neighborhoods through pedestrian-friendly site design and building orientation, and the provision of multiple pedestrian access points. |
| UD-C.3 | Develop and apply building design guidelines and regulations that create diversity rather than homogeneity, and improve the quality of infill development.<br>a. Encourage distinctive architectural features to differentiate residential, commercial and mixed-use buildings and promote a sense of identity to village centers. |
| UD-C.4 | Create pedestrian-friendly village centers (see also Mobility Element, Sections A and C). Respect pedestrian-orientation by creating entries directly to the street and active uses at street level.<br>b. Design or redesign buildings to include pedestrian-friendly entrances, outdoor dining areas, plazas, transparent windows, public art, and a variety of other elements to encourage pedestrian activity and interest at the ground floor level.<br>c. Orient buildings in village centers to commercial local streets, or to internal project drives that are designed to function like a public street, in order to create a pedestrian-oriented shopping experience, including provision of on-street parking.<br>d. Provide pathways that offer direct connections from the street to building entrances.<br>e. Break up the exterior facades of large retail establishment structures into distinct building masses distinguished by offsetting planes, rooflines and overhangs or other means.<br>f. Where feasible, use small buildings in key locations to create a human scale environment in large retail centers. Incorporate separate individual main entrances directly leading to the outside from individual stores. |

**TABLE 5.8-1**
**URBAN DESIGN ELEMENT POLICIES RELATED TO VISUAL QUALITY**
**(continued)**

| Policy | Description |
|---|---|
| UD-C.5 | Design village centers as civic focal points for public gatherings with public spaces (see also UD-C.1 for village center public space requirements and UD-E.1 for the design of public spaces).<br>a. Establish build-to lines to frame and define village center public space and pedestrian streets.<br>b. Ensure public spaces are easily accessible and open to the public. The mechanisms used to provide the public space will vary as appropriate and could include, but are not limited to: land dedications, joint use agreements, and public access easements. Public space areas may include reasonable hours of use restrictions, demarcation of private and publicly accessible areas, and other signage to communicate public access rights, responsibilities and limitations.<br>c. Encourage provision of public space in the earliest possible phase of development, as determined by the public's ability to use and access the space. |
| UD-C.7 | Enhance the public streetscape for greater walkability and neighborhood aesthetics (see also UD-A.10 and Section F).<br>a. Preserve and enhance existing main streets.<br>b. Establish build-to lines, or maximum permitted setbacks on designated streets.<br>c. Design or redesign buildings to include architecturally interesting elements, pedestrian friendly entrances, outdoor dining areas, transparent windows, or other means that emphasize human-scaled design features at the ground-floor level.<br>d. Implement pedestrian facilities and amenities in the public right-of-way including wider sidewalks, street trees, pedestrian-scaled lighting and signs, landscape, and street furniture.<br>e. Relate the ground floor of buildings to the street in a manner that adds to the pedestrian experience while providing an appropriate level of privacy and security.<br>f. Design or redesign the primary entrances of buildings to open onto the public street. |
| UD-D.2 | Assure high quality design of buildings and structures. The design and orientation of buildings within projects affect the pedestrian- and transit-orientation.<br>a. Design buildings to have shadow-relief where pop-outs, offsetting planes, overhangs, and recessed doorways are used to provide visual interest, particularly at the street level.<br>b. Design rooftops and the rear elevations of buildings to be as well detailed and visually interesting as the front elevation, if it will be visible from a public street.<br>c. Locate outdoor storage areas, refuse collection areas, and loading areas in interior rear or side yards and screen with a similar material and color as the primary building. |
| UD-D.3 | Assure high-quality design in parking areas, which often provide the first impression and identification of a project to a client, employee, or resident.<br>a. Utilize a combination of trees and shrubs at the edge of parking areas to screen parking lots and structures from the street.<br>b. Distribute landscape areas between the periphery and interior landscaped islands.<br>c. Design landscape to break-up large paved areas. |

**TABLE 5.8-1**
**URBAN DESIGN ELEMENT POLICIES RELATED TO VISUAL QUALITY**
**(continued)**

| Policy | Description |
|---|---|
| UD-E.1 | Include public plazas, squares or other gathering spaces in each neighborhood and village center (see also UD-C.1 and UD-C.5 for additional public space requirements in village centers, and UD-F.3 for policy direction on public art and cultural activities in public spaces).<br>a. Locate public spaces in prominent, recognizable, and accessible locations.<br>b. Design outdoor open areas as "outdoor rooms," developing a hierarchy of usable spaces that create a sense of enclosure using landscape, paving, walls, lighting, and structures.<br>c. Develop each public space with a unique character, specific to its site and use.<br>d. Design public spaces to accommodate a variety of artistic, social, cultural, and recreational opportunities including civic gatherings such as festivals, markets, performances, and exhibits.<br>e. Consider artistic, cultural, and social activities unique to the neighborhood and designed for varying age groups that can be incorporated into the space.<br>f. Use landscape, hardscape, and public art to improve the quality of public spaces.<br>g. Encourage the active management and programming of public spaces.<br>h. Design outdoor spaces to allow for both shade and the penetration of sunlight.<br>i. Frame parks and plazas with buildings which visually contain and provide natural surveillance into the open space.<br>j. Address maintenance and programming. |
| UD-E.2 | Treat and locate civic architecture and landmark institutions prominently.<br>a. Where feasible, provide distinctive public open space, public art, greens, and/or plazas around civic buildings such as courthouses, libraries, post offices, and community centers to enhance the character of these civic and public buildings. Such civic and public buildings are widely used and should form the focal point for neighborhoods and communities.<br>b. Incorporate sustainable building principles into building design (see also Conservation Element, Section A).<br>Civic buildings at prominent locations, such as canyon rims, sites fronting open space, sites framing a public vista, and those affording a silhouette against the sky should exhibit notable architecture.<br>c. Encourage innovative designs that civic and public buildings and landmarks from the surrounding neighborhood as a means of identifying their role as focal points for the community.<br>d. Support the preservation of community landmarks. |
| UD-F.1 | Integrate public art and cultural amenities that respond to the nature and context of their surroundings. Consider the unique qualities of the community and the special character of the area in the development of public art and programming for cultural amenities.<br>a. Use arts and culture to strengthen the sense of identity of the Neighborhood and Urban Village Centers of each community.<br>b. Use public art and cultural amenities to improve the design and public support for public infrastructure projects.<br>c. Reinforce community pride and identity by encouraging artworks and cultural amenities that celebrate the unique cultural, ethnic, historical, or other attributes of each unique neighborhood.<br>d. Use public art and cultural amenities as a means to assist in implementation of community-specific goals and policies. |

**TABLE 5.8-1**
**URBAN DESIGN ELEMENT POLICIES RELATED TO VISUAL QUALITY**
**(continued)**

| Policy | Description |
|---|---|
| UD-F.1 (cont.) | e. Use public art and cultural amenities as community landmarks, encouraging public gathering and wayfinding.<br>f. Encourage involvement of recognized community planning groups and other community stakeholders in the decision-making process regarding public art and cultural amenities. |
| UD-F.3 | Enhance the urban environment by animating the City's public spaces.<br>a. Utilize public are and cultural amenities such as festivals to create vibrant and distinctive public squares, plazas, parks, and other public gathering spaces.<br>b. Ensure that public artworks respond to the nature of their surroundings both physically and conceptually.<br>c. Encourage the use of public art in highly visible places as a directional assistance that can be used to delineate access routes and entrance points<br>d. In high foot traffic areas, use pedestrian-oriented art interventions to enhance the pedestrian experience.<br>e. Highlight points of interest throughout the City through the use of artwork and cultural amenities.<br>f. Encourage artworks and activities that animate public spaces and energize the cityscape.<br>g. Encourage temporary public artworks to create a dynamic changing and engaging environment.<br>h. Encourage artist-designed infrastructure improvements within communities such as utility boxes, street-end bollards, lampposts, and street furniture.<br>i. Encourage incorporation of vandal-resistant and easily repairable materials in art to reduce maintenance requirements.<br>j. Encourage the programming of changing exhibits and public uses through active management and programming of public spaces.<br>k. Encourage a range of activities, easy access, a clean and attractive environment, and a space for people to socialize in order to attract legitimate users and thereby discourage improper behavior.<br>l. Provide front porches, parks, plazas, and other outside public spaces for residents to socialize. |

Source: City of San Diego General Plan Urban Design Element 2008.

### Land Development Code

The City's LDC contains numerous provisions to guide the design of development throughout the City. Through zoning and development standards, such as specified maximum building heights; maximum lot coverage; floor area ratios; and front, rear, and side yard setbacks, the LDC provides restrictions on land development and design that affect visual quality.

San Ysidro Planned District Ordinance

The SYPDO contains development regulations for commercial and industrial zoned areas within the SYCPU area (Section 1518.0401 et seq. of the LDC). Specific regulations in the SYPDO are referred to those for commercial and industrial zones contained in the Southeastern San Diego PDO, and include lot areas and dimensions, buildings heights, floor area ratio, setbacks, and building design

requirements (e.g., offsetting planes and façade articulation and variation) to ensure appropriate bulk and scale of development. In addition, landscaping and lighting regulations are included.

ESL Regulations and Steep Hillside Regulations

The LDC also contains development restrictions and guidelines to protect and enhance environmentally sensitive lands. The steep hillsides in the eastern portion of the SYCPU area are subject to the provisions of the ESL Regulations and steep hillside guidelines of the LDC (Section 143.0101 et seq.). Steep hillsides are defined as those with natural gradients equal to or in excess of 25 percent with a minimum elevation differential of 50 feet, or a natural gradient of 200 percent with a minimum elevation differential of 10 feet.

Grading Regulations

The LDC (Section 142.0101 et seq.) contains grading regulations to address (among other things) landform preservation and require that all grading to be designed and performed in conformance with applicable City Council policies and the standards established in the Land Development Manual (including the ESL Regulations).

Coastal Overlay Zone

The southwestern portion of the proposed SYCPU area is located within the Coastal Overlay Zone, generally south of I-5 and west of Willow Road within the Dairy Mart Ponds and Tijuana River Valley. Generally, development within the Coastal Overlay Zone would require a Coastal Development Permit. The Coastal Height Limit Overlay Zone limits new buildings or additions to existing structures within the Coastal Overlay Zone to a 30-foot height limit. Although a portion of the proposed SYCPU area is located within the Coastal Overlay Zone, according to Section 132.0505(b)(3) of the LDC, existing and new development within the SYCPU area is exempt from the 30-foot height restrictions within the Coastal Zone.

**San Ysidro Community Plan**

The Adopted San Ysidro Community Plan describes San Ysidro as having "a strong sense of community…with closely knit neighborhoods characterized by older homes and well-tended flower and vegetable gardens. It is a place where residents still know their neighbors and say "buenos dias" and "hello" to them in passing. There is still a small town atmosphere."

The Adopted Community Plan also states that San Ysidro is challenged by several social and economic conditions that have affected its physical urban form. The community is isolated from the rest of the City and separated by several municipalities. Within the San Ysidro community, neighborhoods are isolated from each other. San Ysidro was originally laid out in a grid pattern with major avenues running north and south, and organized around a central linear park. This pattern has been disrupted in the last several decades by the construction of major freeways and the ~~trolley~~Trolley line. In addition, there is no real town center within the community. The historic center of the community within the SYHVSP contains a small neighborhood of early 20th century single-family homes along with a linear park with a small historic library. However, the Community Plan states that this area is not linked to the rest of the community, and that residential infill construction that has occurred is not consistent with the small-scale village character of the historic core.

As a result, the Urban Form Element of the Adopted Community Plan contains objectives and recommendations aimed at establishing a unified community with a defined town center. One of the goals of the Urban Form Element is to "Develop a more cohesive San Ysidro, a community connected socially, visually and physically." The Urban Form Element also contains design guidelines for architecture; landscaping; streets, pedestrian-oriented development, residential, commercial, industrial, and institutional development; hillside development; signage; and parking.

## 5.8.2 Impact Determination Thresholds

Based on the City Significance Determination Thresholds (2011), which have been modified to reflect a programmatic analysis for the proposed SYCPU and SYHVSP, impacts related to visual effects and neighborhood character would be significant if the proposed project would:

1. Block public views from designated open space areas, roads, or parks or to significant visual landmarks or scenic vistas;

2. Negatively and substantially alter the character of the neighborhood; or

3. Result in a substantial change to the natural topography or landform.

## 5.8.3 Issue 1: Public Views

Would the proposed SYCPU or SYHVSP block public views from designated open space areas, roads, or parks or to significant visual landmarks or scenic vistas?

#### 5.8.3.1 SYCPU

**a. Impacts**

**Scenic Resources**

No scenic roadways, scenic vistas, or scenic corridors are identified within the SYCPU area in the General Plan, the Adopted San Ysidro Community Plan, or proposed SYCPU. As discussed in Section 5.8.1.1.b, scenic visual resources, although not designated as such, within the SYCPU area include the Dairy Mart Ponds, Tijuana River Valley, and eastern hillsides. The Dairy Mart Ponds are one the few remaining undeveloped natural areas within the community, and consist of a natural riparian corridor that is connected to the Tijuana River Valley. The ponds are designated as open space in the SYCPU, and no development would occur within them upon implementation of the SYCPU, with the exception of a roadway connection between Calle Primera and Camino de la Plaza (per SYCPU Mobility Element Policy 3.4.6). The SYCPU identifies three potential options for this connection, each of which includes a low bridge over a portion of the Old Tijuana River, southeast of the Dairy Mart Ponds. This new connection would not be a prominent visual feature within the viewshed of the Dairy Mart Ponds. Therefore, the proposed roadway connection would not substantially block views of the Dairy Mart Ponds from public viewing areas (e.g., Camino de la Plaza). Implementation of the SYCPU could result in development in areas outside of the Dairy Mart Ponds that could obstruct existing views of the Dairy Mart Ponds, but the SYCPU contains policies to protect the community's open space areas (Land Use Element Policy 2.2.7, Urban Design Element Policy 4.3.35, Conservation Element Policy 8.2.2, and Recreation Element Policy 7.2.3).

The Tijuana River Valley is located immediately west of the SYCPU area, and expansive views across the low-lying valley are provided from some public vantage points within the community. While development would occur within areas of the SYCPU area that could, to varying degrees, obstruct views of the river valley, the SYCPU contains policies to protect views across the valley. Land Use Element Policy 2.2.7 calls to "site structures to preserve and enhance public scenic vistas and open space areas, particularly those with views of Tijuana, the Tijuana River Valley, and the Pacific Ocean." Similarly, Urban Design Element Policy 4.2.6 states, "Encourage building design to take advantage of urban views of Tijuana River Valley and Tijuana."

The steep slopes along the eastern boundary of the SYCPU area are another one of the community's major visual resources. These are mostly undeveloped, but the SYCPU designates portions of these areas for future development upon preparation of Specific Plan (Land Use Element Policy 2.7.1). The Specific Plan would contain additional policies and design guidelines for future development with respect to massing of buildings that would affect views of the hillsides. In addition, SYCPU Conservation Element Policy 8.2.1 recommends planning development to minimize grading and relate to the topography and natural features of the San Ysidro hillsides.

The international border forms the southern boundary of the SYCPU area, and is a major landmark within the community. The POE and associated border infrastructure, including the border fence is a prominent visual element in the community and viewers, especially visitors, are naturally drawn towards the border and into Mexico. Distant horizon views of hillsides within Tijuana are provided from many vantage points within the SYCPU area and these background horizon views would largely remain. Views of the border facilities also would be largely retained as future development around the POE would be at a lesser scale than the border facilities. Moreover, the SYCPU contains policies to preserve views into Tijuana, including Land Use Element Policy 2.2.7 and Urban Design Element Policy 4.2.6, as identified above.

It is the intent of the proposed SYCPU to improve public views within the proposed SYCPU area. Additionally, development regulations contained in the LDC, such as setbacks, landscape screening, and other standards, would serve to avoid or reduce impacts to public views of scenic resources from future development, and generally enhance and emphasize those views along roadway corridors. As detailed above, various elements of the proposed SYCPU contain policies to avoid or reduce impacts to public views within the community as future development projects are proposed. Therefore, impacts related to view blockage would be less than significant.

**Gateways**

The Urban Design Element of the SYCPU designates primary and secondary gateways within the community. Gateways are important visual elements that contribute to a community's identity, and are intended to provide a sense of place. Primary gateways are the major entryways at strategic places within the community. Pursuant to Urban Design Policies 4.11.5 and 4.11.6, primary gateways would be provided along Via de San Ysidro, north of the I-5 off-ramp and at the San Ysidro Boulevard/Camino de la Plaza intersection. Along Via de San Ysidro, an archway community identity sign extending across the roadway is recommended to welcome visitors into the SYHVSP. A primary gateway sign is also recommended at the San Ysidro Boulevard/Camino de la Plaza intersection to welcome visitors into San Ysidro from Mexico.

Secondary gateways also include important locales within the community, either at neighborhood district boundaries or other notable locations or landmarks that characterize the community. Secondary gateways would be provided at the following locations pursuant to Urban Design Element Policies 4.11.7 through 4.11.9:

- Bolton Hall Road along San Ysidro Boulevard in the Border Village area;
- San Ysidro Boulevard/Center Street intersection at the I-805 northbound off-ramp;
- West San Ysidro Boulevard/Sunset Lane intersection
- West San Ysidro Boulevard/Smythe Avenue intersection;
- Smythe Avenue/SR-905 ramps;
- Along Otay Mesa Road north of San Ysidro Middle School;
- Beyer Boulevard/Otay Mesa Road intersection;
- Camino de la Plaza/Virginia Avenue intersection; and
- Camino de la Plaza/Willow Road intersection.

Gateways would be demarcated with prominent signage, public art or cultural amenities, landscaping, and other streetscape elements to create community and neighborhood-specific visual landmarks.

The SYCPU would allow for development and land use changes near several of the proposed community gateways. While this would result in some view blockage of the gateway areas, the visual importance of gateways would be tied to a localized area, not a long-range view. The gateways would be located along public roadways, and therefore, localized public views of these areas would be maintained with implementation of the SYCPU. Associated impacts related to view blockage would be less than significant.

**b. Significance of Impacts**

The proposed SYCPU would not substantially alter or block public views from public viewing areas within the SYCPU area because the proposed SYCPU contains policies intended to protect views of open space areas and Tijuana. Proposed gateways would provide additional visual landmarks to enhance the overall visual quality of the community. Views of the gateways would be provided from public viewing areas near the gateway locations. Therefore, impacts related to view blockage would be less than significant.

**c. Mitigation Framework**

Impacts would be less than significant, no mitigation is required.

**d. Significance After Mitigation**

Impacts would be less than significant.

### 5.8.3.2 SYHVSP

**a. Impacts**

**Scenic Resources**

There are no scenic roadways, scenic vistas, or scenic corridors identified within the SYHVSP area in the General Plan, the Adopted San Ysidro Community Plan, or proposed SYCPU. The SYHVSP is a developed area that does not contain natural or built environment scenic resources. Views of scenic resources or landmarks within the larger community are provided from some public vantage points in the SYHVSP area, such as public roadways and the San Ysidro Community Park. Horizon views of the eastern hillsides in the eastern portion of the SYCPU and developed hillsides in Tijuana are available from public viewing areas.

While development would occur within areas of the SYHVSP area and the SYCPU area that could obstruct views of the eastern hillsides and Tijuana, the SYCPU contains policies to protect views of such resources and landmarks, such as Land Use Element Policies 2.2.7 and 2.7.1, Urban Design Element Policy 4.2.6, and Conservation Element Policy 8.2.1. These policies would also avoid significant visual impacts related to the additional 10 feet of building height allowed in the RM-2-5 and CC-3-4 zones within the SYHVSP. Therefore, impacts related to view blockage would be less than significant.

**Gateways**

As discussed above, gateways would be provided in the SYHVSP area, including a primary gateway at Via de San Ysidro, north of the I-5 off-ramp and a secondary gateway at West San Ysidro Boulevard/Smythe Avenue. These gateways would consist of community identity signage and other design treatments to establish a distinct, location-specific resource that would provide a visual community landmark.

While the SYCPU would allow for development and land use changes within the SYHVSP area consisting of higher density, mixed-use development that could result in some view blockage of these two gateway areas, the visual importance of gateways would be tied to a localized area, not a long-range view. These gateways would be located along public roadways, and therefore, localized public views of these areas would be maintained with implementation of the SYCPU. Associated impacts related to view blockage within the SYHVSP area would be less than significant.

**b. Significance of Impacts**

The proposed SYCPU would not substantially alter or block public views from public viewing areas within the SYHVSP area with compliance with the proposed SYCPU policies aimed at protecting views of open space areas and Tijuana. Proposed gateways within the SYHVSP area would provide additional visual landmarks to enhance the overall visual quality of the SYHVSP area and views of the

gateways would be provided from public viewing areas near the gateway locations. Therefore, impacts related to view blockage would be less than significant.

**c. Mitigation Framework**

Impacts would be less than significant, no mitigation is required.

**d. Significance After Mitigation**

Impacts would be less than significant.

## 5.8.4 Issue 2: Neighborhood Character

Would the proposed SYCPU or SYHVSP negatively or substantially alter the character of the neighborhood?

### 5.8.4.1 SYCPU

**a. Impacts**

The proposed SYCPU provides the framework for the buildout of the San Ysidro community, and contains specific goals and policies to provide direction on what types of future uses and public improvements should occur. It establishes the distribution, pattern, and intensity of land uses throughout the community. Land uses designated in the SYCPU would include a mix of residential, commercial, industrial, institutional, parks, and open space. Proposed land use types, distribution, and patterns under the SYCPU would not be substantially different than existing conditions. Notable changes include establishment of two neighborhood villages that would include a mixed-use, central hub at the SYHVSP and a tourist and visitor destination at Border Village.

As shown in Figure 3-2, the proposed SYCPU area has been divided into five distinct residential neighborhoods, two neighborhood villages, two commercial districts, and the POE district. The proposed SYCPU contains specific policies to guide development within these neighborhood areas based on the characteristics of the built environment, and the existing and desired land use pattern, which address neighborhood character. These neighborhood districts and compatibility of future development under the proposed SYCPU with their neighborhood character are briefly discussed below.

**Neighborhood Villages**

Consistent with the General Plan's City of Villages Strategy, the proposed SYCPU designates two neighborhood villages: the SYHVSP in the center of the SYCPU area and the Border Village in the southern portion of the SYCPU area. As reflected in the proposed SYCPU Urban Design Element Policies 4.4.1 through 4.4.15, the SYHVSP is planned to be the central focus and activity center within the community characterized by mixed-use development. In addition to the SYCPU polices and recommendations, the SYHVSP contains more village-specific guidelines for the redevelopment of this area that establish and define its neighborhood character.

With implementation of the SYCPU, portions of the SYHVSP would change from its current condition to a higher density, mixed-use village concentrated around the Beyer Boulevard Trolley Station and the San Ysidro Boulevard commercial district. Intensification of land uses is proposed in the area around the Beyer Boulevard Trolley Station and the commercial corridor along San Ysidro Boulevard. The SYCPU recommends redeveloping the area around the Beyer Boulevard Trolley Station into a mixed-use residential and commercial center (Land Use Element Policy 2.5.1), and the commercial area along West San Ysidro Boulevard into a mixed-use main street. While land use would be more intense in these specific areas, established residential neighborhood character would be maintained and enhanced with paseos, pedestrian and alley improvements, public art, and pocket parks. These areas would be linked by the existing linear park, as well as additional recommended pedestrian and bicycle improvements identified in the SYCPU.

The proposed Border Village is located in the southeastern portion of the SYCPU between the POE, the ~~trolley~~Trolley/rail tracks, and the I-5 and I-805 freeways. This area is currently characterized by one and two-story development primarily located at the street edge; however, opportunities exist for larger infill mixed-use development. The SYCPU calls for the intensification of land uses with commercial uses to reestablish the area as a Mexican Village containing restaurants, entertainment uses, small-scale shops, and a Mercado with pedestrian links to transit and the border (SYCPU Land Use Element Policies 2.5.10 through 2.5.19).

Provision of higher density uses near existing transit and community activity areas is consistent with the City of Villages Strategy, and would not severely contrast with the existing neighborhood character of these areas within the community. The proposed SYCPU contains policies and design guidelines that address bulk and scale and urban form to shape future development within the village areas that would be compatible with the existing and surrounding neighborhood character. Most of these policies and guidelines are contained in the Urban Design Element, and address distinctive neighborhoods, development design, villages and POE, pedestrian-oriented design, village center public spaces, public art, village street layout and design, streetscapes, superblocks, and gateways and signage. In addition, land use controls, such as allowable land uses and development regulations per land use and zoning designations provide further guidance on development forms. Future discretionary projects would be reviewed for compliance with adopted plans and policies.

**Residential Neighborhoods**

The San Ysidro community is composed of several established residential neighborhoods. The Adopted Community Plan identifies five residential neighborhoods, including the Southern, East Beyer and Hill Street, El Pueblito Viejo, Sunset, and the "Suburbs." These neighborhoods generally correspond to the following neighborhood districts identified in the SYCPU including San Ysidro South; Beyer Hills; SYHVSP; Sunset; and San Ysidro West, San Ysidro North, and Beyer Hills (these latter three correspond to the "Suburbs"), respectively.

Each residential neighborhood reflects distinct characteristics and attributes that contribute to its neighborhood character. With the exception of SYHVSP, which is discussed above under Neighborhood Villages, these residential neighborhoods would not substantially change upon implementation of the SYCPU. The Urban Design Element contains policies to guide future development to enhance the existing distinct characteristics of San Ysidro's residential neighborhoods (Urban Design Element Policies 4.2.1 through 4.2.12, 4.3.1, and 4.3.10 through 4.3.19). Notably, Urban Design Element Policy 4.3.10 calls to "maintain the unique architectural

character of San Ysidro and its neighborhoods, and enhance with new developments. Particular attention should be paid to massing; neighborhood context for style; and vibrant, quality materials." Minimal changes within the urban fabric are anticipated within these areas beyond enhanced connectivity, an increase in public spaces, and improved architectural quality. With these policies in place, the character of the community's residential neighborhoods would be retained. In addition, land use controls, such as allowable land uses and development regulations per land use and zoning designations provide further guidance on development forms. Future discretionary projects would be reviewed for compliance with adopted plans and policies.

**Commercial Districts**

The SYCPU identifies two commercial districts: the San Ysidro Commercial District and the Wholesale Industrial District. The San Ysidro Commercial District is located west of I-5 along the border, and currently consists of regional factory outlet stores and restaurants. This area contains large, rectilinear buildings and surface parking lots along busy roadways. The Wholesale Industrial District is located along Calle Primera in the southwestern portion of the SYCPU area, southwest of I-5. This area is primarily characterized by multi-tenant industrial buildings, but also contains a grocery store and swap meet. Buildings are mostly utilitarian, rectilinear warehouse structures without distinctive architectural treatments. The area has been undergoing some transition to more commercial uses, particularly with the addition of the grocery store and other retail stores.

Implementation of the SYCPU would not substantially change the San Ysidro Commercial District. Future development in this district would be focused on additional regional commercial services, which would be compatible with the existing neighborhood character. The SYCPU contains polices in the Urban Design Element to guide the design of future commercial development intended to complement the existing neighborhood character (Urban Design Element Policies 4.3.21 through 4.3.31). For example, Urban Design Element Policy 4.3.23 is to "provide guidelines to promote consistent architectural theming for commercial centers, utilizing complementary materials, colors, lighting, and massing." With these policies in place, future commercial development would not substantially change the existing neighborhood character of this commercial area within the community.

As stated above, the Wholesale Industrial District has been transitioning to more commercial uses than the traditional light industrial uses, and this trend is expected to continue upon implementation of the SYCPU. This district is designated and zoned for commercial uses, and could be developed with uses such as commercial office, health clubs, trade schools, furniture stores, hardware stores, theaters, and other uses that would affect the urban form and neighborhood character. Future commercial development in this district would be guided by the policies of the Urban Design Element identified above for the San Ysidro Commercial District to provide neighborhood character compatibility. The potential for limited industrial growth in this area remains, however, and as such, the SYCPU contains additional policies in the Urban Design Element to guide the future development of heavy commercial and industrial development (Urban Design Element Policies 4.3.33 through 4.3.40). Policy 4.3.34 is to "provide a visually interesting building design, incorporating human-scale architectural elements, such as recessed walls, windows, and entrance canopies. Vary roof heights and textures to enhance the view of development from I-5." With these policies in place, the change from a mostly industrial area to a predominantly commercial area would not adversely affect the neighborhood character of this district and would provide increased visual interest and visual quality.

**Port of Entry District**

The Port of Entry District is located in the southern portion of the SYCPU, and is anchored by the POE at the border. Outside of the POE, the Port of Entry District contains the San Ysidro Intermodal Transit Center, commercial development along East San Ysidro Boulevard (south of Camino de la Plaza), a duty free store, and surface parking. This area is currently undergoing major change with the reconfiguration of the POE being constructed by the federal government. The new POE (as it is being constructed) continues to be a dominant visual element within the community, and an international gateway that contributes to the overall identity and character of San Ysidro. The City does not have land use authority over this federal facility, and is not proposing any changes within the POE footprint.

Additional areas of change identified in the SYCPU include adjacent border commercial and transit centers. The primary urban design focus for this area is to reduce pedestrian and vehicular conflict, provide more efficient circulation for all forms of transit, highlight and accommodate growing pedestrian needs, and beautify and enhance this important and highly traveled international gateway. A new ITC is proposed on the west side of I-5 that would facilitate cross-border circulation. The reconfiguration of the POE and the future potential of a new ITC intend to improve pedestrian and vehicular circulation, clearly identifying the entrance into the community, especially at the border crossing. The border crossing improvements could promote additional retail and commercial development.

Although the character of the Port of Entry District is currently changing, and is expected to undergo further change upon completion of the POE reconfiguration and implementation of the SYCPU, the overall visual quality within this district would improve over existing conditions. The reconfigured POE includes new structures and facilities that incorporate design treatments and elements that enhance visual quality of the POE. In addition, the SYCPU contains policies in the Land Use and Urban Design Elements to guide the design of future development surrounding the POE. Policies are aimed at beautifying and enhancing this international gateway through the provision of pedestrian promenades, plazas, outdoor gathering spaces, wayfinding, and gateway features (Land Use Element Policies 2.6.1 through 2.6.3 and Urban Design Element Policies 4.4.18 through 4.4.24). Land Use Element Policy 2.6.1 calls to "encourage redevelopment of the Port of Entry commercial and transit area to create a cohesive and iconic International Gateway."

**b. Significance of Impacts**

The land use plan, policies, and recommended mobility enhancement of the proposed SYCPU, along with implementation of the LDC, would provide for future development that is compatible with the neighborhood character of neighborhood districts identified in the SYCPU as well as the community as a whole. Therefore, neighborhood character impacts would be less than significant.

**c. Mitigation Framework**

Impacts would be less than significant, no mitigation is required.

**d. Significance After Mitigation**

Impacts would be less than significant.

#### 5.8.4.2 SYHVSP

**a. Impacts**

As discussed above under the SYCPU, the SYHVSP area is designated as a neighborhood village, and planned to be the central focus and activity center within the community characterized by mixed-use development. In addition to the SYCPU policies and recommendations, the SYHVSP contains more village-specific guidelines for the redevelopment of this area that establish and define its neighborhood character.

With implementation of the SYCPU and SYHVSP, portions of the SYHVSP area would change from its existing condition to a higher density, mixed-use village concentrated around the Beyer Boulevard Trolley Station and the San Ysidro Boulevard commercial district. While land use would intensify in these specific areas, the established residential neighborhood character would be maintained. The SYHVSP area would be further enhanced with paseos, pedestrian and alley improvements, public art, and pocket parks. These areas would be linked by the existing linear park, as well as additional recommended pedestrian and bicycle improvements recommended in the SYCPU. Provision of higher density uses near existing transit and community activity areas is consistent with the City of Villages Strategy, and would not severely contrast with the existing neighborhood character. The proposed SYCPU and SYHVSP contain policies and design guidelines that address bulk and scale and urban form to guide development within the SYHVSP area that would be compatible with the existing and surrounding neighborhood character. In addition, land use controls, such as allowable land uses and development regulations per land use and zoning designations provide further guidance on development forms. Future discretionary projects would be reviewed for compliance with adopted plans and policies.

**b. Significance of Impacts**

The land use plan and policies contained in the SYCPU and SYHVSP, along with implementation of the LDC, would provide for future development within the SYHVSP area that would be compatible with the neighborhood character of the existing and surrounding area. Therefore, neighborhood character impacts would be less than significant.

**c. Mitigation Framework**

Impacts would be less than significant, no mitigation is required.

**d. Significance After Mitigation**

Impacts would be less than significant.

## 5.8.5 Issue 3: Landform Alteration

Would the proposed SYCPU or SYHVSP result in a substantial change to natural topography or landform?

#### 5.8.5.1 SYCPU

**a. Impacts**

Future development implemented under the SYCPU would not result in substantial landform alteration. Most of the SYCPU area is generally flat, with level terrain in the southern extent of the SYCPU area and level to gently sloping areas in the central and northern portions of the SYCPU area where the community is urbanized. Moderately sloping to steep hillsides occur in the eastern portion of the SYCPU area, east of I-805. Elevations range from approximately 45 feet amsl in the lower-lying southern area to 380 feet amsl in the hillsides east of I-805. The proposed SYCPU would intensify uses within the existing developed community with particular focus on the two proposed neighborhood villages (SYHV and Border Village). Future development activities would occur in these already developed areas characterized by generally level topography and absence of natural landforms. No mass grading is anticipated that would result in substantial landform alteration.

Natural landforms within the SYCPU area include the Dairy Mart Ponds located east of Dairy Mart Road, north of Camino de la Plaza, and south of I-5 in the western portion of the SYCPU area, and the hillsides in the eastern portion of the SYCPU area. No development within the Dairy Mart Ponds is proposed under the SYCPU (per SYCPU Mobility Element Policy 3.4.6). As discussed earlier, a proposed roadway connection to the southwest would not impact the ponds. Furthermore, the roadway extension would include a bridge over the drainage area to minimize landform impacts.

While the eastern portion of the SYCPU area contains hillsides that are mostly undeveloped, the proposed SYCPU notes that future development in this area is subject to preparation of a Specific Plan (Land Use Element Policy 2.7.1), and that the Specific Plan would be processed as an amendment to the SYCPU. Regardless, future projects implemented under the SYCPU would be reviewed to determine compliance with landform grading guidelines contained in the City's Grading Regulations, ESL Regulations, and Steep Hillside Guidelines of the LDC. In addition, SYCPU Conservation Element Policy 8.2.1 recommends planning development to minimize grading and relate to the topography and natural features of the San Ysidro hillsides. Adherence to these regulatory guidelines and implementation of proposed SYCPU policies would avoid significant landform alteration impacts.

**b. Significance of Impacts**

Potential landform alteration impacts would be less than significant because future development implemented under the proposed SYCPU would mostly occur within the generally level portion of the SYCPU area that is already developed, and such future development activities would not substantially alter existing landforms. A future roadway connection over the Dairy Mart Ponds is recommended in the SYCPU; however, construction of a future roadway connection would not substantially change existing landforms in this level area. Finally, hillsides are located in the eastern portion of the SYCPU, but future development in these hillsides would be governed by a Specific Plan process that is required by policy in the proposed SYCPU. Future development in the hillsides must comply with the Specific Plan and applicable regulatory guidelines (e.g., ESL Regulations). Therefore, impacts to landform alteration within the SYCPU area would be less than significant.

**c. Mitigation Framework**

Impacts would be less than significant, no mitigation is required.

**d. Significance After Mitigation**

Impacts would be less than significant.

#### 5.8.5.2 SYHVSP

**a. Impacts**

The SYHVSP area is located within the central portion of the SYCPU that is developed on generally level topography. Future development activities within the SYHVSP area would occur in these already developed areas characterized by generally level topography and absence of natural landforms. No substantial grading or changes to existing landforms would occur in the SYHVSP area.

**b. Significance of Impacts**

Landform alteration impacts within the SYHVSP area would be less than significant because future development activities within the SYHVSP area implemented under the proposed SYCPU would mostly occur within the generally level portion of the SYCPU area that is already developed and such future development activities would not substantially alter existing landforms.

**c. Mitigation Framework**

Impacts would be less than significant, no mitigation is required.

**d. Significance After Mitigation**

Impacts would be less than significant.

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# 5.9 Human Health/Public Safety/Hazardous Materials

This section describes potential human health and public safety issues related to the presence of hazardous materials and other hazards within the SYCPU and SYHVSP areas, identifies pertinent regulatory standards , and evaluates potential impacts and associated mitigation requirements related to implementation of the proposed SYCPU and SYHVSP. A Phase I Environmental Site Assessment (ESA) was prepared for the SYCPU by Allied Geotechnical Engineers, Inc. (AGE, 2016a). This investigation encompasses the entire SYCPU area, including the SYHVSP, as well as a records search area extending one mile from the SYCPU boundaries. The Phase I ESA is summarized below along with other applicable information, with the complete ESA report included as Appendix I of this PEIR.

## 5.9.1 Existing Conditions

### 5.9.1.1 SYCPU

**Phase I Environmental Site Assessment**

The primary purpose of the Phase I ESA was to identify "Recognized Environmental Conditions" (RECs) to the extent feasible, based on the following definition:

> Recognized Environmental Conditions mean the presence or likely presence of any hazardous substances or petroleum products on a property under conditions that indicate an existing release, past release, or a material threat of a release of any hazardous substances or petroleum products into structures on the property or into the ground, groundwater, or surface water on the property.

The term REC is not intended to include de minimus conditions, which are defined as sites that generally do not present a material risk of harm to public health or the environment, and that generally would not be the subject of an enforcement action if brought to the attention of appropriate regulatory agencies (AGE 2016a).

Specific efforts involved in the Phase I ESA included a records review, site reconnaissance, and evaluation of other materials related to the history of the site and vicinity such as topographic maps, aerial photos and well locations (with historical Sanborn Fire Insurance Maps not available for the SYCPU area, AGE 2012a). These efforts are outlined below for the SYCPU and SYHVSP areas.

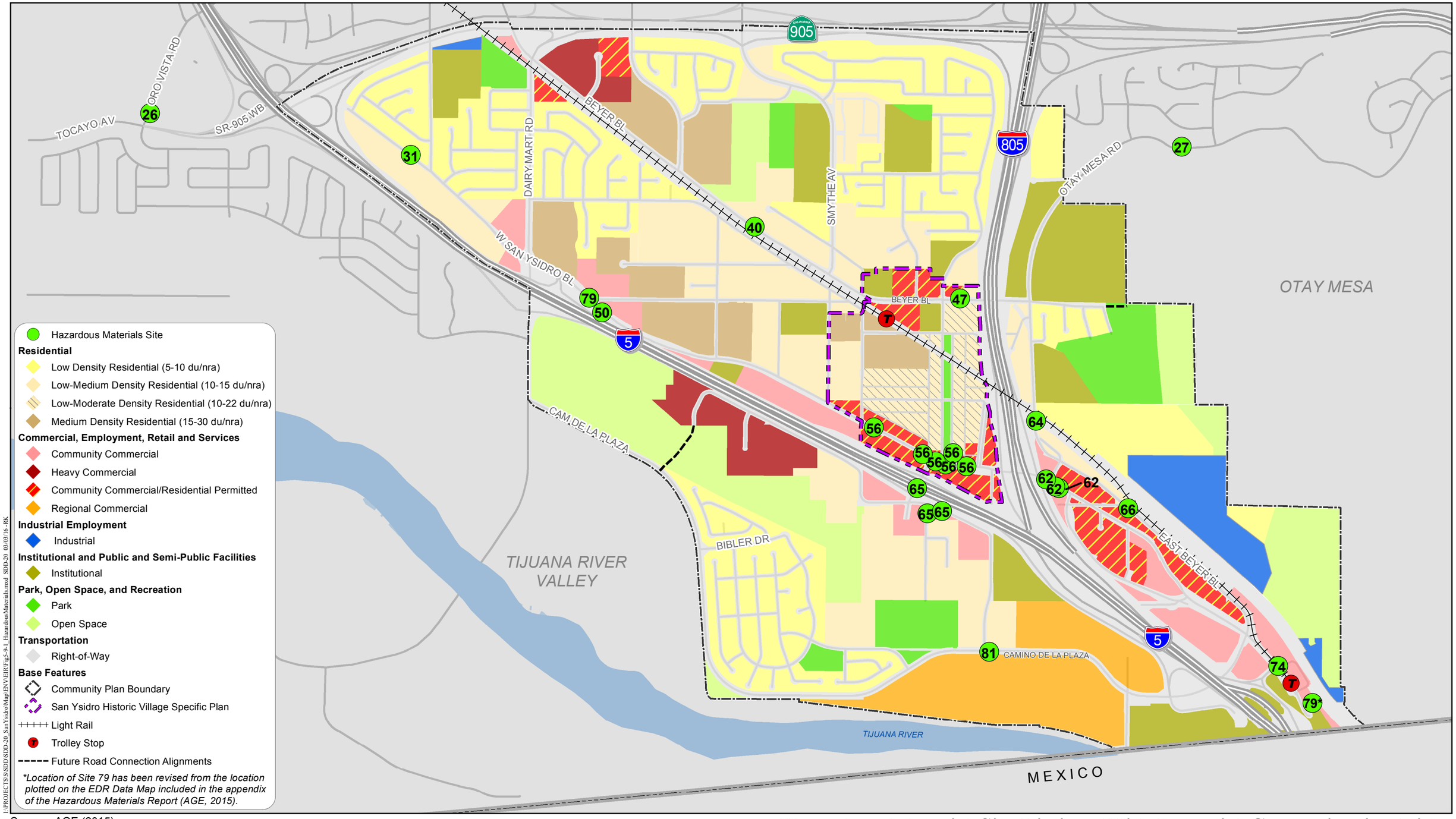
Records Review

A review of regulatory data base records related to hazardous materials/wastes was conducted for the SYCPU area, with a search zone extending one mile from the SYCPU boundaries. Applicable data base files included: (1) registered underground storage tanks (USTs) and Resource Conservation and Recovery Act (RCRA) generators (refer to Section 5.9.1.3 for additional discussion of RCRA and other applicable regulatory standards); (2) leaking USTs (LUSTs), landfill sites and Comprehensive Environmental Response, Compensation and Liability Information System (CERCLIS) sites; and (3) RCRA treatment, storage and disposal facilities, and federal superfund sites. The electronic database service, Environmental Data Resources, Inc., (EDR) was used to complete the environmental records review, with all reviewed databases described in the EDR report included as an attachment to the Phase I ESA in Appendix I.

Based on the records review, the Phase I ESA identified a total of 184 listed sites within the noted search area. These records were reviewed and reconnoitered as applicable during the Phase I ESA investigation, with 24 of the noted listings identified as "high risk" sites that are "…considered to pose a risk for environmental contamination…" in the SYCPU area (AEG 2102a). The location of the described 24 listed sites representing a potential risk for environmental contamination are shown on Figure 5.9-1, *Hazardous Material Site Listings With Potential Contamination Risks*, with additional information on these sites provided in Table 5.9-1, *High Risk Sites*. All 184 listed sites are depicted on the Phase I ESA EDR Data Map, with associated site descriptions provided in Table 1of the ESA (Appendix I).

**TABLE 5.9-1**
**HIGH RISK SITES**

| Map Number[1] | Site Name/Description/Status | Street Address, Location |
|---|---|---|
| 26 | 7-Eleven Store No. 27771/UST Release to Soil and Groundwater/Case Open | 1771 Oro Vista Road |
| 27 | San Ysidro Senior Community Center/UST Release to Soil/ Case Closed | 4515 Otay Mesa Road |
| 31 | Union 76 Station No. 6412/UST Release to Soil/Case Open | 1221 San Ysidro Blvd |
| 40 | San Ysidro U.S. Border Patrol Station/Small Quantity Generator and Handler; UST Release to Soil/Case Closed | 3752 Beyer Blvd |
| 472 | 7-Eleven Store No. 13589/UST Release to Soil/Case Closed | 4230 Beyer Blvd |
| 50 | Arco Station No. 6075/UST Release to Soil/Case Open | 779 W. San Ysidro Blvd |
| 562 | Chevron Station No. 92318/Release to Soil and Groundwater/ Case Open | 104 W. San Ysidro Blvd |
| 562 | Unocal/Release to Soil and Groundwater/Case Open | 121 E. San Ysidro Blvd |
| 562 | Shell, Exxon, New West Petroleum/UST Release to Soil and Groundwater/Case Open | 108 W. San Ysidro Blvd |
| 562 | Jose Garciabueno, Mobil/UST Release to Soil and Groundwater/Case Open | 120 W. San Ysidro Blvd |
| 562 | Martinez Garage, Chevron/UST Release to Soil and Groundwater/Case Open | 104 E. Park Avenue |
| 562 | San Diego Fire Station No, 29/UST Release to Soil and Groundwater/Case Open | 179 W. San Ysidro Blvd |
| 62 | Shell Station No. 121091/UST Release to Soil/Case Open | 314 E. San Ysidro Blvd |
| 62 | St. Clair's ARCO/UST Release to Soil/Case Open | 301 E. San Ysidro Blvd |
| 62 | Sevel Garage & Service Station/UST Release to Soil/ Case Closed | 299 E. San Ysidro Blvd |
| 64 | Antonio Gallegos, Valleros Gas Station/UST Release to Soil/ Case Closed | 2463 E. Beyer Blvd |
| 65 | Chevron No. 9515/UST Release to Soil and Groundwater/ Case Open | 220 E. Sycamore Road |
| 65 | Gene's Express/UST Release to Soil and Groundwater/ Case Open | 120 E Calle Primera |
| 65 | Instant Mexico Auto Insurance/UST Release to Soil and Groundwater/Case Open | 2233 Via De San Ysidro |




Source: AGE (2015)

# Hazardous Material Site Listings With Potential Contamination Risks

SAN YSIDRO COMMUNITY PLAN UPDATE

HELIX Environmental Planning

Figure 5.9-1

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**TABLE 5.9-1**
**HIGH RISK SITES**
**(continued)**

| Map Number[1] | Site Name/Description/Status | Street Address, Location |
|---|---|---|
| 66 | SD& Imperial Valley RR/UST Release to Soil/Case Closed | 2711 E. Beyer Blvd |
| 74 | San Ysidro POE Phase 1B/UST Release to Soil and Groundwater/Case Open | 720 E. San Ysidro Blvd |
| 79 | Red Cab Co./UST Release to Soil and Groundwater/ Case Open | 803 San Ysidro Blvd |
| 79 | Guerrero Negro Drums/173 Drums Transported illegally to Mexico/CERCLIS-listed Contaminated Site | Otay Mesa Border Crossing |
| 81 | Las Americas Development/UST Release to Soil and Groundwater/Case Open; and Former Solid Waste Disposal Site/Case Closed | 4211 Camino de la Plaza |

Source: AGE 2012a
[1] Map numbers on this table and Figure 5.9-1 correspond to the Map numbers in the Phase I ESA (AGE 2012a).
[2] Sites located within the SYHVSP area.

### Site Reconnaissance

A site visit was conducted within the SYCPU area by AGE technical staff on March 28, 2012. The primary intent of this reconnaissance was to review/verify the presence and nature of the RECs identified during the described records review. The site visit included primarily developed areas (i.e., locations where mapped listings occur), although undeveloped portions of the southern SYCPU area with site listings (i.e., along Dairy Mart Road south of I-5) were also visited. In addition to reviewing the listed REC locations, general conditions related to the potential occurrence of hazardous materials were also noted, and included the following observations: (1) surficial staining typically associated with leaking vehicle undercarriages was observed locally on asphalt and concrete pavement throughout the SYCPU area; and (2) retail quantities of materials such as paints and/or cleaning and maintenance products were observed at several construction sites, although no associated chemical odors were detected. A detailed description of the site reconnaissance efforts is provided in Appendix I.

### Site History

Based on review of historic topographic maps and aerial photographs extending back to 1904, the Phase I ESA provides the following outline of the SYCPU development history.

- The SYCPU area was relatively undeveloped in the early part of the 20th Century, with the Southern Pacific Railroad Line, Beyer Boulevard, and San Ysidro Boulevard first observed on the 1930 topographic map.

- Additional development was observed on maps/photos during the period of 1943 to 1953, mostly concentrated along the railroad, Beyer Boulevard and San Ysidro Boulevard corridors. The remaining portions of the SYCPU area consisted of open (undeveloped) areas and farmland, with local freeways (I-5, I-805 and SR-905) not present.

- I-5 was first observed on 1963 maps/photos, with I-805 visible after 1967 and SR-905 observed to be under construction on maps/photos dated 1974/75. Much of the current development within the SYCPU area occurred at a relatively rapid pace during the 1970s and 1980s, with additional residential development constructed during the 1990s (primarily south of I-5 and in the eastern portion of the SYCPU area). As of 2002, development within the SYCPU area was similar to current conditions, with no major changes observed between that date and the present.

**Well Locations**

A search of historic/existing well locations in the SYCPU area was conducted as part of the described EDR investigation. While no well sites were identified within the SYCPU boundaries, five well listings were recorded in adjacent or nearby areas to the south and southeast. All five recorded sites are listed as groundwater wells, although none are identified as associated with a public water supply system (with all five likely related to agricultural use). Two of the listed wells were reportedly drilled during the 1990s, with one of these located adjacent to the SYCPU area (near Dairy Mart Road/ Camino de la Plaza), and no dates provided for the remaining three wells.

**Other Potential Sources of Hazardous Materials Contamination**

Based on the described site and record reviews, a number of additional potential sources of hazardous material contamination were identified in the SYCPU area as outlined below.

Aerially-deposited Lead

Local freeways, including I-5, I-805 and SR-905, may contain soils with aerially-deposited lead derived from vehicular exhaust emissions prior to the elimination of leaded gasoline in the mid-1980s.

San Ysidro Land Port-of-Entry (LPOE) Operations

Operations at the San Ysidro LPOE involve the processing of large numbers of motor vehicles which travel through and/or are parked at the site. As a result, contaminates related to leaks or spills, such as fuels, lubricants, metals, grease and other fluids, may be present in the underlying soils.

Brown's Fill Disposal Site

An illegal construction and demolition, and inert material disposal site, known as Brown's Fill Disposal Site is located at 2336 Hollister Street. The Solid Waste Information System (SWIS) number is 37-CR-0115. This site might be subject to future remediation, including removal of fill debris.

Electrical Transformers

A number of pad- and pole-mounted transformers are present within the SYCPU area, with these facilities (depending on their age) potentially containing polychlorinated biphenyl (PCB) dielectric fluids.

Hazardous Building Materials

Asbestos insulation and other hazardous building materials (e.g., lead-based paint) may be present in structures within the SYCPU area built prior to the mid- to late 1970s when the use of such substances was largely discontinued.

**Flood-related Hazards**

FEMA 100-year Floodplains

As illustrated in Figure 5.10-3, *San Ysidro Community Floodplain Map,* in Section 5.10, *Hydrology, Water Quality, and Drainage*, the SYCPU area has been mapped for flood hazards by FEMA. Within the SYCPU area, mapped 100-year floodplains are limited predominantly to currently undeveloped portions of the Tijuana River floodplain located south of I-5, north of Camino de la Plaza, and east of Dairy Mart Road. Minor areas of the 100-year floodplain, however, also extend into existing commercial sites in the noted area, with these sites also identified for commercial use under the SYCPU (City of San Diego 2008c).

Tsunami- and Seiche-related Flood Hazards

Based on the analysis provided in Section 5.16, *Geology and Soils*, the SYCPU area is not subject to flooding or inundation related to tsunamis or seiches, due to considerations including the site location (approximately 3.4 miles inland), elevation (between approximately 45 to 380 feet amsl), and the fact that the SYCPU area is not located in proximity to water features capable of generating substantial seiche-related hazards.

Dam Inundation

Portions of the southern and northwestern SYCPU area are within the mapped inundation area associated with the Rodriguez Dam and Reservoir, located approximately 10.5 miles southeast of the SYCPU area along the Tijuana River in Mexico (City of San Diego 2008c).

**Aircraft-related Hazards**

There are no airports located within or adjacent to the SYCPU area, although operations at two nearby local airports could potentially result in associated regulatory/notification requirements (as outlined below). Specifically, these include Brown Field, located approximately 2.5 miles to the northeast, and the Imperial Beach NOLF, approximately 1.7 miles to the west. The SYCPU area is not located within any mapped Accident Potential Zones (APZs) for either noted airport site. Thus, the risk of aircraft-related hazards to the local population is considered low. The SYCPU area is, however, within an FAA notification area (per Federal Code of Regulations, Title 14, Part 77), as well ALUCP Review Area 2 designations for Brown Field and/or the NOLF. As described in Section 5.1, *Land Use,* applicable proposed development within these areas requires review and approval from appropriate oversight agencies (including the FAA and the San Diego ALUC) prior to issuance of approvals such as building permits.

**Emergency Response and Evacuation Plans**

Emergency Response Plans

The City is a participating jurisdiction in the San Diego County Multi-Jurisdictional Hazard Mitigation Plan (MHMP), a countywide plan to identify risks and minimize damage from natural and man-made disasters (County of San Diego 2010). The primary goals of the plan include efforts to promote and provide compliance with applicable regulatory requirements (including through the promulgation/ enhancement of local requirements), increase public awareness and understanding of hazard-related issues, and foster inter-jurisdictional coordination.

The San Diego Office of Homeland Security (SD-OHS) oversees the City Homeland Security, Disaster Preparedness, Emergency Management, and Recovery/Mitigation Programs. The primary focus of this effort is to ensure comprehensive emergency preparedness, training, response, recovery and mitigation services for disaster-related effects. The SD-OHS also maintains the City Emergency Operations Center (EOC) and alternate EOC in a ready-to-activate status, ensures that assigned staff are fully trained and capable of carrying out their responsibilities during activations, and manages the EOC during responses to multi-department and City-wide emergencies to support incident response activities and maintain City-wide response capabilities (County of San Diego 2010).

Emergency Evacuation Plans

The City is also a participating agency in the County Unified San Diego County Emergency Services Organization and County of San Diego Operational Area Emergency Operations Plan (EOP, County of San Diego 2014), which addresses emergency issues including evacuation. Specifically, Annex Q (Evacuation) of the plan notes that: "Primary evacuation routes consist of major interstates, highways and prime arterials within San Diego County…," with I-5, I-805 and SR-905 identified as primary evacuation routes in the SYCPU area vicinity.

Wildfire Hazards

A number of areas designated as "high risk" for fire hazards are identified within the SYCPU area. Specifically, these high risk zones are associated with the occurrence of native habitat in areas such as the undeveloped portions of the eastern (east of I-805) and southern (south of I-5) SYCPU areas, as well as several pockets of native or restored vegetation located within existing development or along freeway corridors (City of San Diego 2008c). The remaining portions of the SYCPU area are largely urbanized, with a generally low potential for wildfire hazards.

### 5.9.1.2 SYHVSP

**a. Phase I Environmental Site Assessment**

**Records Review**

As shown on Figure 5.9-1 and Table 5.9-1, seven of the noted 24 sites described as representing a potential risk for environmental contamination in the SYCPU Phase I ESA are located within the SYHVSP area. Specifically, these include Site No. 47, as well as all six sites associated with Map Location No. 56.

**Site Reconnaissance**

The site visit described above for the SYCPU area also encompassed applicable portions of the SYHVSP area, including listed RECs along Beyer and West San Ysidro Boulevards. General observations were also conducted in the SYHVSP area, with similar results as noted above for the SYCPU area.

**Site History**

The historical map and photo review conducted for the SYCPU area also encompassed the SYHVSP area, with applicable observations included in the SYCPU area historical summary provided above.

**Well Locations**

No wells were identified within the SYHVSP area, with listed well sites in surrounding locations the same as those noted above for the SYCPU area.

**Other Potential Sources of Hazardous Materials Contamination**

The potential occurrence of contaminates associated with freeways (I-5 and I-805), electrical transformers, and hazardous building materials is generally the same as that described above for the SYCPU area.

**b. Flood-related Hazards**

**FEMA Floodplains**

As indicated under the discussion of floodplains in Section 5.9.1.1, mapped 100-year floodplains within the SYCPU area are limited to portions of the Tijuana River Valley, with no 100-year floodplains identified in the SYHVSP area.

**Tsunami- and Seiche-related Flood Hazards**

The SYHVSP area is not subject to flooding or inundation related to tsunamis or seiches for similar reasons as noted for the SYCPU area in Section 5.9.1.1.

**Dam Inundation**

No mapped dam inundation areas are located within the SYHVSP area (City of San Diego 2008c).

**c. Aircraft-related Hazards**

There are no airports located within or adjacent to the SYHVSP area. As with the SYCPU, the SYHVSP area is not located within a designated accident potential zone for either Brown Field or the NOLF, and thus exhibits a low risk for aircraft-related hazards. The SYHVSP area is located within FAA notification areas for both noted airports, however, as well as the ALUCP Review Area 2 designation for the NOLF, and would require associated review and approval for applicable development (as outlined above for the SYCPU, refer also to Section 5.1).

### d. Emergency Response and Evacuation Plans

Emergency response and evacuation planning applicable to the SYHVSP area is the same as identified above for the SYCPU area in Section 5.9.1.1.

### e. Wildfire Hazards

Undeveloped areas in the western portion of the SYHVSP area, as well as minor areas along the I-805 corridor, are identified as high risk for fire hazards based on similar conditions as described for the SYCPU area in Section 5.9.1.1 (City of San Diego 2008c).

## 5.9.1.3 Regulatory Framework

### a. Federal Standards

#### Resource Conservation and Recovery Act of 1976

Federal hazardous waste laws are largely promulgated under RCRA (CFR Title 40, Part 260), as amended by the Hazardous and Solid Waste Amendments of 1984 (which are primarily intended to prevent releases from LUSTs). These laws provide for the "cradle to grave" regulation of hazardous wastes. Specifically, under RCRA any business, institution or other entity that generates hazardous waste is required to identify and track its hazardous waste from the point of generation until it is recycled, reused or disposed of. The USEPA has the primary responsibility for implementing RCRA, although individual states can obtain authorization to implement some or all RCRA provisions (with California, an authorized RCRA state, as outlined below under State Standards).

#### Hazardous Material Transportation Act

The U.S. Department of Transportation (USDOT) regulates hazardous materials transportation under 49 CFR, which requires the USDOT Office of Hazardous Materials Safety to generate regulations for the safe transportation of hazardous materials. The California Highway Patrol (CHP) and Caltrans are the state agencies with primary responsibility for enforcing federal and state regulations and responding to hazardous materials transportation emergencies. These agencies also govern permitting for hazardous materials transportation within the state.

#### Comprehensive Environmental Response, Compensation, and Liability Act

The 1980 Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA), commonly known as Superfund, provides federal authority to respond directly to releases or threatened releases of hazardous substances that may endanger public health or the environment. Federal actions related to CERCLA are limited to sites on the National Priorities List (NPL) for cleanup activities, with NPL listings based on the USEPA Hazard Ranking System (HRS). The HRS is a numerical ranking system used to screen potential sites based on criteria such as the likelihood and nature of hazardous material release, and the potential to affect people or environmental resources. CERCLA was amended by the Superfund Amendments and Reauthorization Act (SARA) in 1986 as outlined below.

**Superfund Amendments and Reauthorization Act**

SARA is primarily intended to address the emergency management of accidental releases, and to establish state and local emergency planning committees responsible for collecting hazardous material inventory, handling and transportation data. Specifically, under Title III of SARA, a nationwide emergency planning and response program established reporting requirements for businesses that store, handle or produce significant quantities of hazardous or acutely toxic substances as defined under federal laws. Title III of SARA also requires each state to implement a comprehensive system to inform federal authorities, local agencies and the public when significant quantities of hazardous or acutely toxic substances are stored or handled at a facility. These data are made available to the community at large under the "right-to-know" provision, with SARA also requiring annual reporting of continuous emissions and accidental releases of specified compounds.

**b. State Standards**

**California Code of Regulations**

Most state and federal regulations and requirements that apply to generators of hazardous waste are codified in CCR Title 22, Division 4.5. Title 22 contains detailed compliance requirements for hazardous waste generation, transport, treatment, storage and disposal facilities. Because California is a fully authorized state under RCRA, most RCRA regulations are integrated into Title 22. The California Environmental Protection Agency/Department of Toxic Substances Control (CalEPA/DTSC) regulates hazardous waste more stringently than the USEPA, however, with Title 22 therefore not including as many exemptions or exclusions as the equivalent federal regulations. Similar to the California Health and Safety Code (as outlined below), Title 22 also regulates a wider range of waste types and waste management activities than RCRA. The state has compiled a number of additional regulations from various CCR titles related to hazardous materials, wastes and toxics into CCR Title 26 (Toxics), and provides additional related guidance in Titles 23 (Waters) and 27 (Environmental Protection), although California hazardous waste regulations are still commonly referred to as Title 22.

Title 24 of the CCR provides a number of requirements related to fire safety, including applicable elements of Part 2, the CBC; Part 2.5, the California Residential Code (CRC); and Part 9, the California Fire Code (CFC). Specifically, CBC Chapter 7 (Fire and Smoke Protection Features) includes standards related to building materials, systems and assembly methods to provide fire resistance and prevent the internal and external spreading of fire and smoke (such as the use of non-combustible materials and fire/ember/smoke barriers). CBC Chapter 9 (Fire Protection Systems) provides standards regarding when fire protection systems (such as alarms and automatic sprinklers) are required, as well as criteria for their design, installation and operation. Section R327 of the CRC includes measures to identify Fire Hazard Severity Zones and assign agency responsibility (i.e., Federal, State and Local Responsibility Areas, refer to the discussion below under California Department of Forestry and Fire Protection), and provides fire-related standards for building design, materials and treatments. The CFC establishes minimum standards to safeguard public health and safety from hazards including fire in new and existing structures. Specifically, this includes requirements related to fire hazards from building use/occupancy (e.g., access for fire-fighting equipment/personnel and provision of water supplies), the installation or alteration/removal of fire suppression or alarm systems, and the management of vegetative fuels and provision of defensible space.

**California Health and Safety Code**

The CalEPA/DTSC has established rules governing the use of hazardous materials and the management of hazardous wastes. California Health and Safety Code Section 25531, et seq., incorporates the requirements of SARA and the Clean Air Act as they pertain to hazardous materials. Under the California Accidental Release Prevention Program (CalARP, California Health and Safety Code Section 25531 to 25545.3), certain businesses that store or handle more than 500 pounds, 55 gallons or 200 cubic feet (for gases) of acutely hazardous materials at their facilities are required to develop and submit a Risk Management Plan (RMP) to the appropriate local authorities, the designated local administering agency and the USEPA for review and approval. The RMP is intended to satisfy federal "right-to-know" requirements and provide basic information to regulators and first responders, including identification/quantification of regulated substances used or stored on site, operational and safety mechanisms in place (including employee training), potential on- and off-site consequences of a release and emergency response provisions.

Under California Health and Safety Code Section 25500-25532, businesses handling or storing certain amounts of hazardous materials are required to prepare a Hazardous Materials Business Emergency Plan (HMBEP), which includes an inventory of hazardous materials stored on site (above specified quantities), an emergency response plan, and an employee training program. HMBEPs are also required to include a written set of procedures and information created to help minimize the effects and extent of a release or threatened release of a hazardous material, and must be prepared prior to facility operation (with updates and amendments required for appropriate circumstances such as changes in business location, ownership or operations).

Pursuant to California Health and Safety Code Chapter 6.11, CalEPA established the Unified Hazardous Waste and Hazardous Materials Management Regulatory Program (Unified Program), which consolidated a number of existing state programs related to hazards and hazardous materials. The Unified Program also allows the designation of Certified Unified Program Agencies (CUPAs) to implement associated state regulations within their jurisdiction. For businesses within the City, applicable hazardous materials plans (such as RMPs and HMBEPs) are submitted to and approved by the San Diego County Department of Environmental Health/Hazardous Materials Division (DEH/HMD), which is the local CUPA as outlined below under County requirements.

Division 12 (Fires and Fire Protection) of the California Health and Safety Code provides a number of standards related to fire protection methods, including requirements for management of vegetation comprising a potential fire hazard under Part 5, Chapters 1 through 3.

**Investigation and Cleanup of Contaminated Sites**

The oversight of hazardous materials release sites often involves several different agencies that may have overlapping authority and jurisdiction. The DTSC and RWQCBs are the two primary state agencies responsible for issues pertaining to hazardous material release sites. Investigation and remediation activities that would involve potential disturbance or release of hazardous materials must comply with applicable federal, state and local hazardous materials laws and regulations. DTSC has developed standards for the investigation of sites where hazardous materials contamination has been identified or could exist based on current or past uses. These regulations would be applied during grading activities if, for example, previously unknown underground tanks or other potential contaminant sources were uncovered.

**Hazardous Materials Transportation**

As noted above under Federal Standards, CHP and Caltrans are the state enforcement agencies for hazardous materials transportation regulations. Transporters of hazardous materials and waste are responsible for complying with all applicable packaging, labeling and shipping regulations.

**California Department of Forestry and Fire Protection - State Responsibility Areas System**

Legislative mandates passed in 1981 (SB 81) and 1982 (SB 1916) require the California Department of Forestry and Fire Protection (Cal Fire) to develop and implement a system to rank fire hazards in California. Areas are rated as moderate, high or very high based primarily on the assessment of different fuel types, with very high fire hazards identified in undeveloped portions of the southern (Tijuana River Valley) and eastern (east of I-805) portions of the SYCPU area, as well as other previously described locations within existing urbanized areas. Cal Fire also identifies responsibility areas for fire protection, including Federal, State and Local responsibility areas (FRAs, SRAs and LRAs). The entire SYCPU and SYHVSP areas, as well as adjacent properties, are under City jurisdiction, and, therefore, are within an LRA.

**c. County Standards**

As noted above under State guidelines, the County DEH/HMD is the local CUPA, and has jurisdiction over hazardous materials plans in the City. The County DEH/HMD also requires businesses that handle reportable quantities of hazardous materials, hazardous wastes, or extremely hazardous substances to submit a Hazardous Materials Business Plan (HMBP), which includes detailed information on the storage of regulated substances. The County DEH/HMD provides guidelines for the preparation and implementation of HMBPs, including direction on submittal requirements, covered materials, inspections and compliance.

The DEH/HMD is also the administering agency for the San Diego County Operational Area Hazardous Materials Area Plan (County of San Diego 2011). This plan identifies the system and procedures used within the Country to address hazardous materials emergencies, and provides guidelines for topics such as transportation (including international crossings/inspections), industry/agency coordination, planning, training, public safety, and emergency response/evacuation.

The County Office of Emergency Services (OES) and Unified Disaster Council administer the MHMP, as outlined in Section 5.9.1.1. This plan is generally intended to promote and provide a multi-jurisdictional approach to compliance with applicable regulatory requirements.

The OES also administers the EOP (County of San Diego 2014), which provides guidance for responding to major emergencies and disasters.

**d. City Standards**

The City Fire-Rescue Department implements the City Hazardous Materials Program (http://www.sandiego.gov/fire/services/fireinspections/hazmat/), which requires applicable uses/processes related to hazardous materials to provide disclosure through submittal of a Hazardous Material Information Form and acquisition of an associated permit. The Hazardous Materials Program also includes guidelines and requirements for topics such as education, code

enforcement, and safe business practices related to hazardous processes and the use/storage of hazardous materials.

The City Local Enforcement Agency (LEA) enforces state minimum standards on public and private solid waste services within the City, including waste collection/disposal, illegal solid waste dumping, and hazardous solid waste sites requiring remediation. The City Environmental Services Department carries out federal, state, and local waste management requirements, including requirements in the California Public Resources Code, such as AB 939, AB341, and AB 1862, as well as requirements in the SDMC, including the People's Ordinance (collection), the Recycling Ordinance, the Construction and Demolition Debris Ordinance, and the storage ordinance. The City's Environmental Services Division also works to move the City toward compliance with its Zero Waste Plan, which is part of its Climate Action Plan.

The SDMC includes general hazardous materials regulations in Chapter 4 (Health and Sanitation), Sections 42.0801, 42.0901 (et seq.); and Chapter 5 (Public Safety, Morals and Welfare), Section 54.0701; as well as regulations regarding specific hazardous materials such as explosives (Chapter 5, Section 55.3301).

Chapter 14 (General Regulations) of the SDMC also the includes requirements pertaining to fire hazard concerns, such as brush management (Section 142.0412), adequate fire flow (Section 144.0240), and construction materials for development near open space (Section 145.0701 et seq.).

## 5.9.2 Significance Determination Thresholds

Based on the City Significance Determination Thresholds (2011), which have been modified to reflect a programmatic analysis for the proposed SYCPU and SYHVSP, impacts related to human health/public safety/hazardous materials would be significant if the proposed project would:

1. Expose people or sensitive receptors to potential health hazards (e.g., exposing sensitive receptors to hazardous materials in industrial areas);

2. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding related to mapped 100-year floodplains or failure of a dam or levee, as well as flooding/inundation from a tsunami or seiche;

3. Expose people or structures to a significant risk of loss, injury or death from off-airport aircraft operational accidents;

4. Impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan; or

5. Expose people or structures to 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.

## 5.9.3 Issue 1: Health Hazards

Would the proposed SYCPU or SYHVSP expose people or sensitive receptors to potential health hazards (e.g., exposing sensitive receptors to hazardous materials in industrial areas)?

### 5.9.3.1 SYCPU

#### a. Impacts

Based on the analyses conducted as part of the described SYCPU Phase I ESA, there are 24 listed sites that are "…considered to pose a high risk for environmental contamination…" in the SYCPU area (AEG 2102a). Based on the locations of these sites and the proposed SYCPU land uses shown on Figure 5.9-1 (refer also to Table 5.9-1), implementation of the proposed SYCPU could potentially expose people or sensitive receptors to significant health hazards related to hazardous materials. Specifically, a number of the listed hazardous material sites shown on Figure 5.9-1 are located within or adjacent to areas with proposed uses that would include habitation or on-site congregation of people or sensitive receptors, such as residential sites, institutional facilities (e.g., schools) and commercial properties. In addition, the proposed SYCPU may retain a number of existing industrial, commercial or other uses that potentially use (or otherwise involve) hazardous materials in the vicinity of existing or proposed sensitive land uses (e.g., residential). Transport of hazardous materials within and through the SYCPU area may also occur in association with existing and proposed (as well as off-site) uses, and could potentially expose sensitive land uses to significant health hazards from accidental release.

The proposed SYCPU includes a number of design considerations that would help to avoid or reduce the described impacts related to hazardous materials and associated health hazards. Specifically, these include excluding heavy industrial uses (i.e., facilities that are more likely to involve hazardous materials). While this would help to reduce potential hazards as noted, impacts related to health hazards from hazardous materials would remain potentially significant. All future development and redevelopment activities under the proposed SYCPU, however, would be required to conform to applicable regulatory/industry and code standards related to health hazards from hazardous materials. Specifically, this would involve compliance with pertinent federal, state and local standards related to hazardous materials as outlined in Section 5.9.1.3, including discretionary approval from the County DEH/HMD for all applicable proposed SYCPU projects. This would entail receipt of clearance from the DEH/HMD as the local CUPA, including appropriate remediation efforts for applicable locations. Documentation of such clearance would be provided as part of the project-specific CEQA and/or Building Permit reviews, and would be a requirement for all project approvals. Based on the noted requirements for regulatory/industry conformance, potential impacts related to health hazards and hazardous materials from implementation of the SYCPU would be less than significant.

#### b. Significance of Impacts

Potential impacts related to hazardous materials and associated health hazards from implementation of the SYCPU would be avoided or reduced below a level of significance through mandatory conformance with applicable regulatory/industry standard and codes, including approval from the County DEH/HMD and other pertinent requirements as outlined in Section 5.9.1.3.

**c. Mitigation Framework**

Impacts would be less than significant, and therefore, no mitigation is required.

**d. Significance After Mitigation**

Impacts would be less than significant.

#### 5.9.3.2 SYHVSP

**a. Impacts**

As previously described and shown on Figure 5.9-1 and Table 5.9-1, the SYHVSP area includes seven listed hazardous material sites, including Site No. 47 and all six sites associated with Map No. 56. These sites are all located in areas with proposed sensitive land uses under the SYHVSP (e.g., residential), and these land uses would also be subject to potential health hazards from transport of hazardous materials as noted for the SYCPU. All proposed development and redevelopment under the SYHVSP would be subject to mandatory compliance with applicable regulatory/industry standard and codes, however, as described for the SYCPU. As a result, potential impacts related to health hazards and hazardous materials from implementation of the SYHVSP would be less than significant.

**b. Significance of Impacts**

Potential impacts related to hazardous materials and associated health hazards from implementation of the SYHVSP would be avoided or reduced below a level of significance through mandatory conformance with applicable regulatory/industry standard and codes, including approval from the County DEH/HMD and other pertinent requirements as outlined in Section 5.9.1.3.

**c. Mitigation Framework**

Impacts would be less than significant, and therefore, no mitigation is required.

**d. Significance After Mitigation**

Impacts would be less than significant.

## 5.9.4 Issue 2: Flood Hazards

Would the proposed SYCPU or SYHVSP expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding related to mapped 100-year floodplains or failure of a dam or levee, as well as flooding/inundation from a tsunami or seiche?

#### 5.9.4.1 SYCPU

**a. Impacts**

**FEMA 100-year Floodplains**

As described above in Section 5.9.1.1, mapped 100-year floodplains within the SYCPU area are limited predominantly to currently undeveloped portions of the Tijuana River floodplain located south of I-5, north of Camino de la Plaza, and east of Dairy Mart Road (City of San Diego 2008c). Because this area is proposed as permanent open space under the SYCPU, no associated flood-related impacts would result from implementation of the proposed SYCPU. Minor portions of the SYCPU area that are currently developed for commercial use are also located with the noted 100-year floodplain, with these areas identified for commercial use under the SYCPU as well. Potential flooding impacts in the noted area would be less than significant, however, any proposed development/redevelopment for commercial (or other) use in this location would be subject to existing associated regulatory requirements. Specifically, as outlined in Section 5.10, this would entail mandatory conformance with applicable requirements under the SDMC, San Diego Council Policy 600-14, and National Flood Insurance Program, potentially including efforts to elevate structures above the base flood elevations, or to provide flood-proofing for new structures that are below the base flood elevation.

**Tsunami- and Seiche-related Flood Hazards**

Based on the analysis provided in Section 5.9.1.1 (refer also to Section 5.16), the SYCPU area is not subject to flooding or inundation related to tsunamis or seiches due to considerations including the site location and elevation. As a result, no associated flood- or inundation-related impacts would result from implementation of the proposed SYCPU.

**Dam Inundation**

Portions of the southern and northwestern SYCPU area are within the mapped inundation area associated with failure of the Rodriguez Dam, as outlined in Section 5.9.1.1. Associated potential impacts would be less than significant, however, based on required conformance with Mexican dam safety standards. Specifically, dam safety in Mexico is under the jurisdiction of the National Water Commission (NWC), an administrative unit of the Secretariat for the Environment and Natural Resources, with legal authority provided by the National Water Law (Bradlow, et al. 2002). The NWC is authorized under Section 29.IV of the National Water Law to promulgate standards for dam design, monitoring, testing, inspection, and remediation/repair as necessary to ensure dam safety and security. Dam owners are responsible for implementing these standards and related documentation/reporting during dam design, operation and maintenance efforts, with oversight and direction by the NWC. Based on the extensive regulatory requirements to implement appropriate design, monitoring, testing, inspection, remediation/repair, and reporting measures to ensure dam safety and security, the probability for inundation of the SYCPU related to dam failure is considered extremely low.

**b. Significance of Impacts**

Potential impacts related to flood hazards from implementation of the SYCPU would be less than significant, based on the following considerations: (1) most proposed SYCPU development is located outside of 100-year floodplains; (2) all proposed SYCPU development is located outside of potential tsunami/seiche inundation areas; and (3) mandatory requirements for compliance with regulatory requirements related to development within 100-year floodplains, and dam safety and security in Mexico.

**c. Mitigation Framework**

Impacts would be less than significant, and therefore, no mitigation is required.

**d. Significance After Mitigation**

Impacts would be less than significant.

### 5.9.4.2 SYHVSP

**a. Impacts**

**FEMA 100-year Floodplains**

As described above in Section 5.9.1.1, no mapped 100-year floodplains are located within or adjacent to the SYHVSP area, with no associated impacts related to SYHVSP implementation.

**Tsunami- and Seiche-related Flood Hazards**

Potential impacts related to tsunami- and seiche-related flood hazards from implementation of the SYHVSP would be less than significant for similar reasons as noted above for the SYCPU.

**Dam Inundation**

Because the SYHVSP area is not located within or adjacent to any mapped dam inundation areas, no associated impacts would result from SYHVSP implementation.

**b. Significance of Impacts**

Potential impacts related to flood hazards from implementation of the SYHVSP would be less than significant, based on the location of the SYHVSP area outside of 100-year floodplains and inundation areas associated with tsunamis, seiches, or dam failure.

**c. Mitigation Framework**

Impacts would be less than significant, and therefore, no mitigation is required.

**d. Significance After Mitigation**

Impacts would be less than significant.

## 5.9.5 Issue 3: Aircraft-related Hazards

Would the proposed SYCPU or SYHVSP expose people or structures to a significant risk of loss, injury or death from off-airport aircraft operational accidents?

### 5.9.5.1 SYCPU

#### a. Impacts

As described in Section 5.9.1.1, no airports or related APZs are located within or adjacent to the SYCPU area. Thus, the risk of aircraft-related risks to the population within the SYCPU area is low. The previously described review/approval requirements associated with FAA and ALUC standards are discussed in Section 5.1, due to their relationship with adopted plans and regulatory standards.

#### b. Significance of Impacts

Potential aircraft-related hazard impacts from implementation of the SYCPU would be less than significant, based on the location of the SYCPU area outside of airport APZs.

#### c. Mitigation Framework

Impacts would be less than significant, and therefore, no mitigation is required.

#### d. Significance After Mitigation

Impacts would be less than significant.

### 5.9.5.2 SYHVSP

#### a. Impacts

Potential impacts related to aircraft hazards from implementation of the SYHVSP would be less than significant for similar reasons as noted above for the SYCPU (with FAA and ALUC review and approval requirements discussed in Section 5.1 as previously noted).

#### b. Significance of Impacts

Potential impacts from aircraft-related hazards associated with implementation of the SYHVSP would be less than significant for similar reasons as noted above for the SYCPU.

#### c. Mitigation Framework

Impacts would be less than significant, and therefore, no mitigation is required.

#### d. Significance After Mitigation

Impacts would be less than significant.

## 5.9.6 Issue 4: Emergency Response and Evacuation Plans

Would the proposed SYCPU or SYHVSP impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan?

### 5.9.6.1 SYCPU

#### a. Impacts

**Emergency Response Plans**

As described in Section 5.9.1.1, the City is a participating agency in the MHMP (County of San Diego 2010), which is generally intended to provide compliance with regulatory requirements associated with emergency response efforts. As part of this effort, the City SD-OHS oversees emergency preparedness and response services for disaster-related measures, including administration of the City EOC and alternate EOC. There are no goals or objectives in the proposed SYCPU that would interfere with or diminish the capacity of these programs and facilities to provide effective emergency response in the SYCPU or other areas. In addition, as outlined in Section 5.9.3.1, the proposed SYCPU would include a number of roadway improvements such as adding additional travel and/or turn lanes on applicable roadways (e.g., East Beyer and West San Ysidro boulevards), and widening and/or reconfiguring several ramps and bridges on local freeways. While these efforts are primarily intended to address traffic-related issues, they would also improve access capabilities for response vehicles and personnel in emergency scenarios. Based on the described conditions, as well as the fact that development proposed under the SYCPU would be required to comply with applicable City emergency preparedness and response criteria under MHMP and SD-OHC guidelines, impacts related to interference with emergency response plans from implementation of the proposed SYCPU would be less than significant.

**Emergency Evacuation Plans**

Emergency evacuation planning criteria outlined in Section 5.9.1.1 under the EOP identifies I-5, I-805 and SR-905 as emergency evacuation routes in the vicinity of the SYCPU area (County of San Diego 2014). There are no goals or objectives in the proposed SYCPU that would affect the ability of these (or other) roadways to provide emergency evacuation capacity during natural or man-made disasters. Additionally, as noted above under the discussion of Emergency Response Plans, SYCPU implementation would include a number of roadway improvements, including improvements to the identified local emergency routes that would increase the capability of these roadways to accommodate emergency evacuation traffic. Based on the described conditions, as well as the fact that development proposed under the SYCPU would be required to comply with applicable City emergency evacuation criteria, impacts related to interference with emergency evacuation plans from implementation of the proposed SYCPU would be less than significant.

#### b. Significance of Impacts

Potential impacts related to impairment of or interference with adopted emergency response and evacuation plans from implementation of the proposed SYCPU would be less than significant, based on the nature of the proposed SYCPU development and required compliance with associated criteria under MHMP, SD-OHC, and EOP guidelines.

**c. Mitigation Framework**

Impacts would be less than significant, and therefore, no mitigation is required.

**d. Significance After Mitigation**

Impacts would be less than significant.

#### 5.9.6.2 SYHVSP

**a. Impacts**

Potential impacts related to impairment of or interference with an adopted emergency response or emergency evacuation plan from SYHVSP implementation would be less than significant for similar reasons as described above for the proposed SYCPU.

**b. Significance of Impacts**

Potential impacts related to impairment of or interference with adopted emergency response and evacuation plans from implementation of the proposed SYHVSP would be less than significant, based on the nature of the proposed SYHVSP development and required compliance with associated criteria under MHMP, SD-OHC, and EOP guidelines.

**c. Mitigation Framework**

Impacts would be less than significant, and therefore, no mitigation is required.

**d. Significance After Mitigation**

Impacts would be less than significant.

## 5.9.7 Issue 5: Wildfire Hazards

Would the proposed SYCPU or SYHVSP expose people or structures to 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?

#### 5.9.7.1 SYCPU

**a. Impacts**

As described in Section 5.9.1.1, the SYCPU area includes a number of sites designated as “high-risk” for fire hazards, including undeveloped areas within native habitats located south of I-5 (Tijuana River Valley) and east of I-805, as well as several pockets of native or restored vegetation located within existing development or along freeway corridors (City of San Diego 2008c). Implementation of development under the proposed SYCPU within or adjacent to these areas could potentially result in significant impacts related to wildfire hazards. SYCPU implementation, however, would be subject to applicable state and City regulatory requirements related to fire hazards and prevention, as outlined in Section 5.9.1.3. Specifically, these encompass standards associated with vegetation (brush) management, such as selective removal/thinning and fire-resistant plantings to create appropriate

buffer zones around development, as well as incorporating applicable fire-related design elements including fire-resistant building materials, fire/ember/smoke barriers, automatic alarm and sprinkler systems, and provision of adequate fire flow and emergency access. These requirements would be implemented as part of individual project design elements under the SYCPU, and may entail the preparation of Fire Protection Plans and/or other technical analyses related to CEQA environmental review. Based on the described regulatory requirements related to fire hazards and prevention, potential impacts associated with wildfire hazards from implementation of the proposed SYCPU would be less than significant.

**b. Significance of Impacts**

Potential impacts related to wildfire hazards from implementation of the proposed SYCPU would be less than significant, based on required compliance with applicable state and City standards associated with fire hazards and prevention.

**c. Mitigation Framework**

Impacts would be less than significant, and therefore, no mitigation is required.

**d. Significance After Mitigation**

Impacts would be less than significant.

#### 5.9.7.2 SYHVSP

**a. Impacts**

Potential impacts related to wildfire hazards from SYHVSP implementation would be less than significant for similar reasons as described above for the proposed SYCPU.

**b. Significance of Impacts**

Potential impacts related to wildfire hazards from implementation of the proposed SYHVSP would be less than significant, based on required compliance with applicable state and City standards associated with fire hazards and prevention.

**c. Mitigation Framework**

Impacts would be less than significant, and therefore, no mitigation is required.

**d. Significance After Mitigation**

Impacts would be less than significant.

# 5.10 Hydrology, Water Quality, and Drainage

The following hydrological analysis is based on the Hydrology and Water Quality Report prepared by Rick Engineering Company in 2016 (Rick 2016a). This technical report is included in its entirety as Appendix J of this PEIR. Secondary information is based on the San Diego Basin Water Quality Control Plan (Basin Plan) prepared by the San Diego RWQCB (1994, as amended ~~2007~~2011).

## 5.10.1 Existing Conditions

### 5.10.1.1 SYCPU

#### a. Hydrologic Unit/Hydrologic Area and Sub Areas

In general, storm water runoff from a majority of the SYCPU area drains in a southwesterly direction to the Tijuana River, and is conveyed through the Tijuana River Valley to the Tijuana River Estuary along the southern edge of San Diego, California, ultimately discharging to the Pacific Ocean. The flow path of the Tijuana River is south of the SYCPU area, and does not go through the San Ysidro community. However, a tributary of the Tijuana River, known as the Old Tijuana River, is located in a westerly portion of the SYCPU area. Runoff is conveyed towards the Tijuana River via drainage facilities that are located north of the international border. Therefore, runoff from the SYCPU area is not anticipated to drain to Mexico.

The proposed SYCPU area is located within the following hydrologic basin planning areas:

- **911.11**: Tijuana Hydrologic Unit (911), Tijuana Valley Hydrologic Area (.1), San Ysidro Hydrologic Subarea (.11). The Tijuana River is in this hydrologic basin planning area; and

- **911.12**: Tijuana Hydrologic Unit (911), Tijuana Valley Hydrologic Area (.1), Water Tanks Hydrologic Subarea (.12). The Tijuana River is located immediately downstream of this hydrologic basin planning area.

#### b. Surface Waters

The SYCPU area is mostly developed and is highly impervious. Nearly all rainfall can be expected to become runoff because there are minimal opportunities for infiltration. Typical runoff response from highly impervious areas is flashy with high peak flow rates for short durations. Storm water runoff originating in the SYCPU area is conveyed to the receiving waters in streets, gutters, cross gutters, open channels, and storm drain systems. In Appendix J, the SYCPU area was divided into three drainage regions based on flow characteristics towards the Tijuana River, as shown in Figure 5.10-1, *San Ysidro Community Drainage Region Map*. The drainage regions are Southeast, Central, and Northwest and are described in more detail below.

**Drainages**

Southeast Drainage Region

The Southeast Drainage Region covers approximately 137 acres. Storm water runoff from the Southeast Drainage Region, including off-site runoff from a southwesterly portion of the Otay Mesa

Community, is conveyed in a southwesterly direction toward the Tijuana River via a network of existing storm drain systems and existing open channels located along the perimeter of an existing parking lot at the northwest of the U.S.–Mexico border entry in the vicinity of Virginia Avenue and Louisiana Street. This discharge point is shown in Figure 5.10-1 as ~~major outfall~~ local discharge location number 1.

Central Drainage Region

The Central Drainage Region covers approximately 1,551 acres. Storm water runoff from the Central Drainage Region, including off-site runoff from a westerly portion of the Otay Mesa Community, is conveyed via a network of existing storm drain systems and open channels in a westerly direction towards the Old Tijuana River Channel (a tributary channel of the Tijuana River), which is bounded by I-5 to the north and Camino de la Plaza to the south. The Central Drainage Region contains approximately six ~~major outfall~~ local discharge locations within its drainage boundary. These discharge points are labeled as ~~major outfall~~ local discharge location numbers 2, 3, 4, 5, 6, and 7 in Figure 5.10-1.

Northwest Drainage Region

The Northwest Drainage Region covers approximately 175 acres. Storm water runoff from a portion of the Northwest Drainage Region is conveyed via existing storm drain systems in a southwesterly direction towards an existing open channel south of I-5. The channel travels in a westerly direction off-site and eventually ~~confluences with~~flows into the Tijuana River. Storm water runoff from the remaining portion of the Northwest Drainage Region travels in a northwesterly direction, and discharges to another open channel that eventually ~~confluences with~~flows into the aforementioned existing channel that travels westerly and ~~confluences with~~ flows into the Tijuana River. The Northwest Drainage Region contains two ~~major outfall~~ local discharge locations, which are labeled as ~~major outfall~~ local discharge location numbers 8 and 9 in Figure 5.10-1.

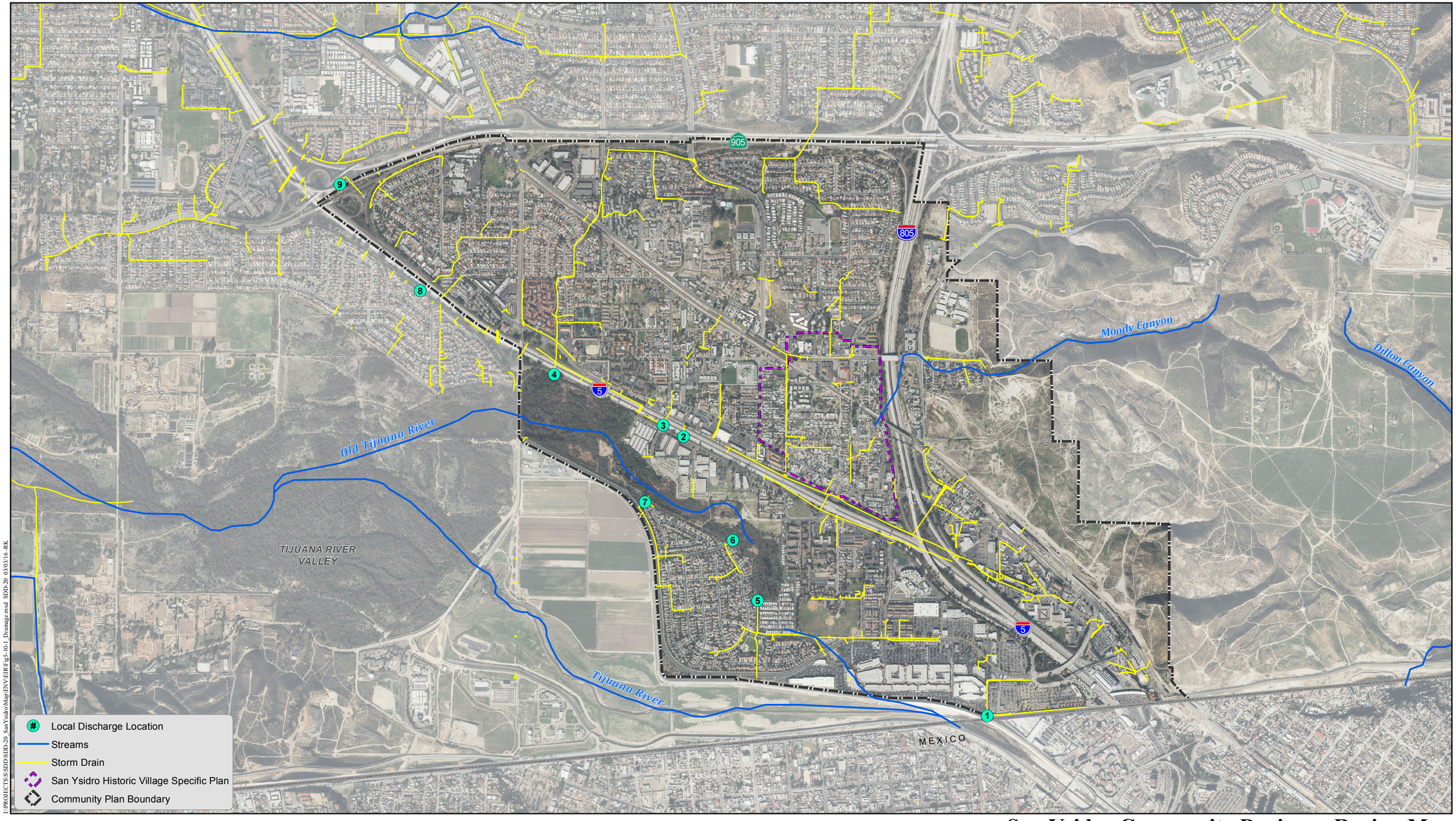
**Drainage Patterns**

In each of the three drainage regions, off-site storm water runoff from portions of Otay Mesa-Nestor Community and Otay Mesa Community are commingled with on-site storm water runoff, and conveyed through the SYCPU area via a network of existing storm drain systems and open channels toward the Tijuana River. The general direction of flow is to the south, west, or southwest, depending on the location within the SYCPU area.

**c. Receiving Waters**

The receiving water for the SYCPU area is the Tijuana River and its tributary, Old Tijuana River. The Tijuana River watershed encompasses approximately 1,700 square miles, measured to the Pacific Ocean. As noted above, the flow path of the Tijuana River does not go through the SYCPU area; however, the Old Tijuana River (a tributary of the Tijuana River) is located in a west-central portion of the SYCPU area.

Beneficial uses are the uses of water necessary for the survival or wellbeing of humans, plants, and wildlife. These uses of water serve to promote the tangible and intangible economic, social, and environmental goals of humankind. Water quality objectives and beneficial uses can be found in the




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# San Ysidro Community Drainage Region Map

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Figure 5.10-1

Basin Plan, which identifies the following existing beneficial uses for the Tijuana River in Hydrologic Unit Basin Number 911.11: Non-contact Water Recreation (REC-2), Warm Freshwater Habitat (WARM), Wildlife Habitat (WILD), Preservation of Biological Habitats of Special Significance (BIOL) and Rare, Threatened, or Endangered Species (RARE). Industrial Service Supply (IND) and Contact Water Recreation (REC-1) are potential beneficial uses. These inland surface waters are excluded from the Municipal and Domestic Supply (MUN) beneficial use.

Based on the Basin Plan, the following existing beneficial uses have been identified for the Tijuana River Estuary in Hydrologic Unit Basin Number 911.11: REC-1, REC-2, Commercial and Sport Fishing (COMM), BIOL, Estuarine Habitat (EST), WILD, RARE, Marine Habitat (MAR), Migration of Aquatic Organisms (MIGR), Spawning, Reproduction and/or Early Development (SPWN), and Shellfish Harvesting (SHELL).

Based on the Basin Plan, the following existing beneficial uses have been identified for Pacific Ocean: IND, Navigation (NAV), REC-1, REC-2, COMM, BIOL, WILD, RARE, MAR, Aquaculture (AQUA), MIGR, SPWN, and SHELL.

**Water Quality**

The SYCPU area is mostly developed, and is highly impervious. Because storm water runoff originating in the SYCPU area is conveyed to the receiving water (i.e., the Tijuana River) in streets, gutters, cross gutters, and storm drain systems with little to no opportunity for infiltration, all of the pollutants in runoff originating in the SYCPU area can be expected to be conveyed to the receiving water. The only exception would be storm water runoff from industrial sites that have implemented BMPs required by the Industrial Storm Water General Permit or Waste Discharge Requirements (WDRs) issued by the San Diego RWQCB, or from ~~re~~development projects constructed within approximately the last 12 years, since the City adopted their Storm Water Standards Manual in 2003, potentially requiring certain development projects classified as "Priority Development Projects" to include permanent post-construction BMPs in the project.

Current land uses in the SYCPU area include a mixture of residential, commercial business, industrial uses, governmental agencies/institutional, park, and open spaces. Typical pollutants that can be expected from these land uses include sediment, nutrients, heavy metals, organic compounds, trash and debris, oxygen demanding substances, oil and grease, bacteria and viruses, and pesticides. The majority of existing development in the SYCPU area was established prior to adoption of storm water regulations requiring protection and treatment of storm water runoff. Therefore, there are few existing BMPs for protection of storm water runoff quality that reaches downstream receiving waters.

**Impaired Water Bodies**

Under Section 303(d) of the 1972 Clean Water Act, states, territories and authorized tribes are required to develop a list of water quality limited segments. The waters on the list do not meet water quality standards, even after point sources of pollution have installed the minimum required levels of pollution control technology. The law requires that jurisdictions establish priority rankings for water on the lists and develop action plans, called Total Maximum Daily Loads (TMDLs), to improve water quality.

The receiving waters for the SYCPU area that are currently listed as impaired based on the 2010 303(d) List are: Tijuana River; Tijuana River Estuary; and Pacific Ocean Shoreline, Tijuana Hydrologic Unit. The pollutants/stressors causing impairment of the Tijuana River are nutrients, pathogens, pesticides, sediments, metals/metalloids, miscellaneous, other organics, toxicity, and trash. The pollutants/stressors causing impairment of the Tijuana River Estuary are nutrients, pathogens, metals/metalloids, pesticides, trash, and sediment. The pollutants/ stressors causing impairment of Pacific Ocean Shoreline, Tijuana Hydrologic Unit are pathogens and other organics. Excerpts from the 2010 303(d) List, which include the specific locations and potential sources of the surface water impairments, are included in Attachment D of Appendix J.

Currently, there are no adopted TMDLs that are being implemented or are pending implementation for either the Tijuana River or the Tijuana River Estuary. TMDLs are needed for both water bodies. The San Diego RWQCB has initiated efforts to develop TMDLs for sediments and trash in the Tijuana River and Estuary. Sediment and trash are causing the impairment of beneficial uses within these water bodies, including EST, MAR, RARE, and others.

**d. Groundwater**

All major drainage basins in the San Diego region contain groundwater basins. The basins are relatively small in area and usually shallow. Although these groundwater basins are limited in size, the groundwater yield from the basins has been historically important to the development of the region. Nearly all of the local groundwater basins have been intensively developed for municipal and agricultural supply purposes.

Although the SYCPU area is highly urbanized, the Tijuana River Valley is directly to the south. The Tijuana Groundwater Basin underlies the portion of the Tijuana River Valley that lies within California. The basin covers approximately 7,410 acres (11.6 square miles), and the water-bearing units in the basin are the San Diego Formation and Quaternary age alluvium. The most productive unit in the basin is the alluvium, which consists of river and stream deposits of gravel, sand, silt, and clay. Recharge to the basin is mainly from the Tijuana River and controlled releases from the Barrett and Morena Reservoirs in San Diego County and Rodriguez Reservoir in Mexico (California Department of Water Resources. 2006. California's Groundwater Bulletin 118, via link: http://www.water.ca.gov/pubs/groundwater/bulletin_118/basindescriptions/9-19.pdf)

Based on the "Water Quality Control Plan for the San Diego Basin (9)" (San Diego RWQCB 2012), the groundwater beneficial uses for the San Ysidro Hydrologic Unit include municipal and domestic supply MUN, agricultural supply (AGR), and IND. These beneficial uses do not apply west of Hollister Street and this area is excluded from the sources of drinking water policy.

**e. Flood Hazards**

The Tijuana River has been studied and documented in the Federal Emergency Management Agency (FEMA) "Flood Insurance Study for San Diego County, California and Unincorporated Areas" (FIS). The initial FEMA analyses were performed for the Tijuana River in 1979. FEMA Flood Zones within the SYCPU area include Zone AE and Zone X, shown on FEMA's Flood Insurance Rate Map (FIRM) Panel Number 06073C 2166 G (Figure 5.10-2, *Flood Insurance Rate*). As of September 2015, FEMA has not defined a floodway within the San Ysidro Community. "Zone AE" is a Special Flood Hazard Area (SFHA) that represents "1-percent-annual-chance floodplains," and these base flood elevations (BFEs)

Community Plan Boundary
San Ysidro Historic Village Specific Plan

**Flood Zones**

0.2% Annual Chance Flood Hazard
Zone A
Zone AE
Zone AH
Zone X

TIJUANA RIVER VALLEY

Tijuana River

MEXICO

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# Flood Insurance Rate

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N 0 1,500 Feet

Figure 5.10-2

are determined for the FIS by a detailed method of analysis. "Zone X" is a flood insurance rate zone that corresponds to the areas between the limits of the base flood and the 0.2-percent-annual-chance (or 500-year) flood.

Boundaries of floodplains within the SYCPU area are shown in Figure 5.10-3, *San Ysidro Community Floodplain Map*. While the 100-year floodplain of the Tijuana River is outside of the SYCPU area, the 500-year floodplain of the Tijuana River affects a large portion of the southwesterly portion of the SYCPU area. In addition, the 100-year floodplain of the Old Tijuana River Channel affects a west-central area of the SYCPU area bounded by I-5 to the north, Camino de la Plaza to the south, and Dairy Mart Road to the west.

#### 5.10.1.2 SYHVSP

In general, storm water runoff from a majority of the SYCPU area drains in a southwesterly direction to the Tijuana River, and is conveyed through the Tijuana River Valley to the Tijuana River Estuary along the southern edge of San Diego, California, ultimately discharging to the Pacific Ocean. SYHVSP lies in the central portion of the SYCPU area, as shown on Figures 5.10-1 and 5.10-3, and on various attachments in Appendix J.

**a. Hydrologic Unit/Hydrologic Areas and Sub Areas**

The SYHVSP area is located entirely within the following hydrologic basin planning area:

- **911.11**: Tijuana Hydrologic Unit (911), Tijuana Valley Hydrologic Area (.1), San Ysidro Hydrologic Subarea (.11). The Tijuana River is in this hydrologic basin planning area.

**b. Surface Waters**

As with the SYCPU, the SYHVSP area is mostly developed, and is highly impervious. Nearly all rainfall can be expected to become runoff because there are minimal opportunities for infiltration. Typical runoff response from highly impervious areas is flashy with high peak flow rates for short durations. Storm water runoff originating in the SYHVSP area is conveyed to the receiving waters in streets, gutters, cross gutters, open channels, and storm drain systems that are generally oriented to flow from east to west or north to south.

**Drainages**

The SYHVSP area is located entirely within the Central Drainage Region. Storm water runoff from the Central Drainage Region, including off-site runoff from a westerly portion of the Otay Mesa Community, is conveyed via a network of existing storm drain systems and open channels in a westerly direction towards the Old Tijuana River Channel. None of the six ~~major outfall~~ local discharge locations within the Central Drainage Region, labeled as ~~major outfall~~ local discharge location numbers 2, 3, 4, 5, 6, and 7 in Figure 5.10-1, are within the SYHVSP area, which lies in the middle of the Central Drainage Region.

**Drainage Patterns**

The SYHVSP area shares similar hydrological and drainage patterns as the Central Drainage Region. Runoff is conveyed via a network of existing storm drains in a southwesterly direction towards Old Tijuana River, which is bounded by I-5 to the north and Camino de la Plaza to the south.

**c. Receiving Waters**

The receiving water for the SYHVSP, as for the rest of the SYCPU area, is the Tijuana River and its tributary, Old Tijuana River. The above discussion of receiving waters in Section 5.10.1.1.c applies to the SYHVSP area.

**Sensitive Water Bodies**

The SYHVSP area is mostly developed and is highly impervious. Because storm water runoff originating in the SYHVSP area, like the rest of the SYCPU area, is conveyed to the receiving water (i.e., the Tijuana River) in streets, gutters, cross gutters, and storm drain systems with little to no opportunity for infiltration, all of the pollutants in runoff originating in the SYHVSP area can be expected to be conveyed to the receiving water. As described above in Section 5.10.1.1 c for the entire SYCPU area, typical pollutants that can be expected from the intensely developed land uses in the SYHVSP area include sediment, nutrients, heavy metals, organic compounds, trash and debris, oxygen demanding substances, oil and grease, bacteria and viruses, and pesticides. The majority of existing development in the SYHVSP area was established prior to adoption of storm water regulations requiring protection and treatment of storm water runoff. Therefore, there are few existing BMPs for protection of storm water runoff quality that reaches downstream receiving waters.

**Impaired Water Bodies**

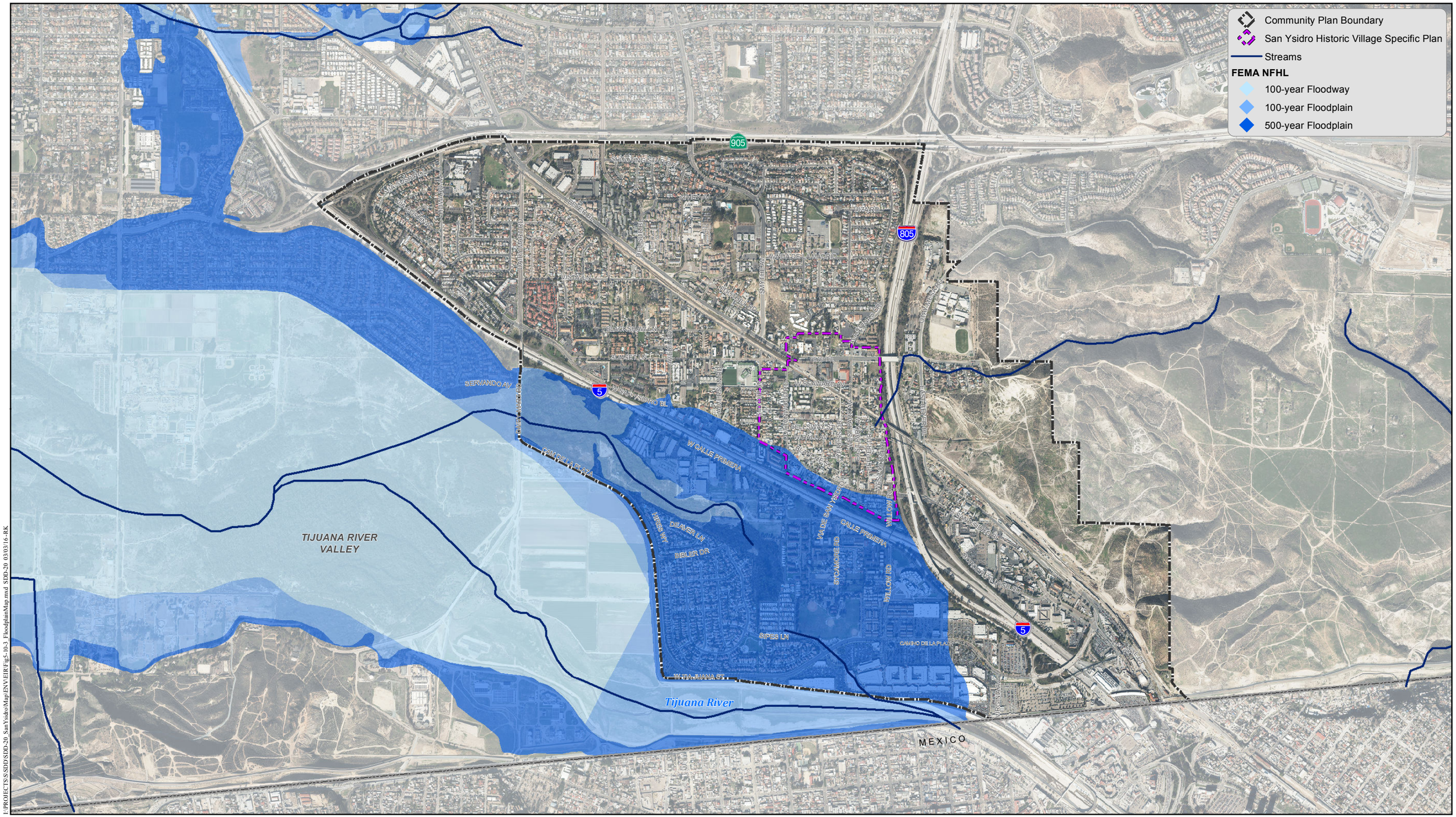
As for the whole SYCPU area, the receiving waters for the SYHVSP area that are currently listed as impaired based on the 2010 303(d) List are: Tijuana River, Tijuana River Estuary, and Pacific Ocean Shoreline, Tijuana Hydrologic Unit. The above discussion of impaired water bodies in Section 5.10.1.1 c applies to the SYHVSP area.

**d. Groundwater**

The SYHVSP area lies within the SYCPU area, and although the SYHVSP area is highly urbanized, the Tijuana River Valley is directly to the south. The Tijuana Groundwater Basin underlies the portion of the Tijuana River Valley that lies within California. The above discussion of groundwater in Section 5.10.1.1 d applies to the SYHVSP area.

**e. Flood Hazards**

As shown on Figure 5.10-3, the SYHVSP area is completely outside of the 100-Year floodplain of the Tijuana River and Old Tijuana River. The 500-year floodplain of the Tijuana River affects a large portion of the southwesterly area of the SYCPU area, including the southern boundary of the SYHVSP area north of I-5.




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# San Ysidro Community Floodplain Map

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0 1,500 Feet

Figure 5.10-3

### 5.10.1.3 Regulatory Framework

This section discusses existing policies and regulations that apply to drainage, floodplain management and water quality in the City of San Diego. ~~New~~ Future development projects in the SYCPU and SYHVSP area will be subject to requirements and design criteria outlined in these policies and regulations.

#### a. Federal

#### Clean Water Act

The Clean Water Act is the primary federal law that protects the nation's waters, including lakes, rivers, aquifers, and coastal areas. The Clean Water Act established basic guidelines for regulating discharges of pollutants into the waters of the U.S. and requires that states adopt water quality standards to protect public health, enhance the quality of water resources, and ensure implementation of the Clean Water Act. Section 401 of the Clean Water Act requires that any applicant for a federal permit to conduct any activity, including the construction or operation of a facility which may result in the discharge of any pollutant, must obtain certification from the state.

Pursuant to Section 402 of the Clean Water Act, the USEPA has established regulations under the NPDES program to control direct storm water discharges. In California, the State Water Resources Control Board (SWRCB) administers the NPDES permitting programs and is responsible for developing waste discharge requirements. The San Diego RWQCB also is responsible for developing waste discharge requirements specific to its jurisdiction.

#### National Flood Insurance Program

The National Flood Insurance Program (NFIP) is a Federal program enabling property owners in participating communities to purchase insurance protection against losses from flooding. In support of the NFIP, FEMA identifies flood hazard areas throughout the United States and its territories by producing Flood Hazard Boundary Maps (FHBMs), FIRMs, and Flood Boundary & Floodway Maps (FBFMs). Several areas of flood hazards are commonly identified on these maps. One of these areas is the SFHA or high risk area defined above as any land that would be inundated by the 100-year flood – the flood having a 1-percent chance of occurring in any given year (also referred to as the base flood). Development may take place within the SFHA, provided that development complies with local floodplain management ordinances, which must meet the minimum federal requirements.

The City of San Diego is a participating Community in the NFIP. Therefore, the City is responsible for adopting a floodplain management ordinance that meets certain minimum requirements intended to reduce future flood losses. The City has adopted Development Regulations for SFHA in San Diego Municipal Code Sections 143.0145 and 143.0146. If ~~re~~development is proposed within one of the SFHA Zones, these existing regulations will apply. The SFHA Zones within the SYCPU area are shown on Figures 5.10-2 and 5.10-3. The area approximately between I-5 and Camino de la Plaza is within the SFHA associated with the Old Tijuana River (a tributary channel of Tijuana River).

### b. State

#### Porter-Cologne Water Quality Control Act

The Porter-Cologne Water Quality Control Act established the principal California legal and regulatory framework for water quality control. The Porter-Cologne Water Quality Control Act is embodied in the California Water Code, which authorizes the SWRCB to implement the provisions of the federal Clean Water Act.

The State of California is divided into nine regions governed by RWQCBs. The RWQCBs implement and enforce provisions of the California Water Code and the Clean Water Act under the oversight of the SWRCB. The City is located within the purview of the San Diego RWQCB (Region 9). The Porter-Cologne Act also provides for the development and periodic review of Basin Plans that designate beneficial uses of California's major rivers and groundwater basins and establish water quality objectives for those waters.

#### Water Quality Control Plan for the San Diego Basin

The San Diego Basin encompasses approximately 3,900 square miles, including most of San Diego County and portions of southwestern Riverside and Orange counties. The basin is composed of 11 major Hydrologic Units, 54 Hydrologic Areas, and 147 Hydrologic Sub Areas, extending from Laguna Beach southerly to the U.S.-Mexico border. Drainage from higher elevations in the east flow to the west, ultimately into the Pacific Ocean. The RWQCB prepared the Basin Plan, which defines existing and potential beneficial uses and water quality objectives for coastal waters, groundwater, surface waters, imported surface waters, and reclaimed waters in the basin. Water quality objectives seek to protect the most sensitive of the beneficial uses designated for a specific water body.

### c. Local

#### Drainage Design Manual

Pursuant to San Diego Municipal Code Chapter 14 Article 2 Division 2, Storm Water Runoff and Drainage Regulations, drainage regulations apply to all development in the City, whether or not a permit or other approval is required.

Drainage design policies and procedures for the City are given in the City of San Diego's "Drainage Design Manual," dated April 1984 (herein referred to as the "Drainage Design Manual"), which is incorporated in the Land Development Manual as Appendix B. The Land Development Manual provides information to assist in the processing and review of applications. The Drainage Design Manual provides a guide for designing drainage and drainage-related facilities for developments within the City. Chapter 1 of the Drainage Design Manual outlines basic policies and objectives. Subsequent chapters provide design criteria. ~~Redevelopment~~ Future development projects in the SYCPU area will be required to adhere to these existing criteria.

The City will be responsible for reviewing hydrologic and hydraulic studies and design features for conformance to criteria given in the Drainage Design Manual for every map or permit for which development approval is sought from the City.

**Storm Water Standards Manual**

The City of San Diego's current "Storm Water Standards" is dated January 20, 2012, and is incorporated in the Land Development Manual as Appendix O. The City is currently updating the Storm Water Standards Manual, which is anticipated for implementation after February 16, 2016. The Storm Water Standards Manual provides information to project applicants on how to comply with the permanent and construction storm water quality requirements in the City of San Diego.

Important elements of the Storm Water Standards Manual, which are based on requirements of the Municipal Storm Water Permit and will dictate design elements in ~~re~~development projects, include the following:

- **Low Impact Development BMP Requirements** (Order No. 2007-0001 Section D.1.d.(4), Storm Water Standards Manual Section III.B.1);
- **Source Control BMPs** (Order No. 2007-0001 Section D.1.d.(5), Storm Water Standards Manual Section III.B.2);
- **BMPs Applicable to Individual Priority Development Project Categories** (Order No. 2007-0001 Section D.1.d.(5), Storm Water Standards Manual Section III.B.3); and
- **Treatment Control BMPs** (Order No. 2007-0001 Section D.1.d.(6), Storm Water Standards Manual Section III.B.4)

The key elements in the currently updated City of San Diego's Storm Water Standards Manual (to be implemented after February 16, 2016) will continue to include LID BMP and Source Control BMPs. However, the "Treatment Control BMPs" will be called "Pollutant Control BMPs", and will require Priority Development Projects to implement LID BMPs that are designed to retain (i.e., intercept, store, infiltrate, evaporate, and evapotranspire). If retention BMPs are determined infeasible, then biofiltration BMPs may be allowed. Furthermore, if biofiltration BMPs are determined infeasible, then the Priority Development Projects may be allowed to use flow-thru treatment control BMPs, provided that an off-site alternative compliance project is available.

LID BMPs will be important to site planning because these features require on-site areas to retain storm water for infiltration, re-use, or evaporation. Although the footprint of the LID BMPs can often be fit in to planned landscaping features, this requires early planning to ensure that the features are located in places where they can intercept the drainage and safely store the water without adverse effects to adjacent slopes, structures, roadways or other features. Other specifics about BMPs are provided in Appendix J.

**General Plan**

The City of San Diego's General Plan, adopted in 2008, presents goals and policies for storm water infrastructure in the Public Facilities, Services, and Safety Element, and presents goals and policies for open space (including floodplain management) and urban runoff management in the Conservation Element. Relevant excerpts from the General Plan are included in Attachment E of Appendix J.

The RWQCB requires the City to develop and implement a Jurisdictional Urban Runoff Management Program. The General Plan discusses the City's storm water programs in more detail. However, San Ysidro is located within the Tijuana River Valley watershed, and reduction of pollutants in urban runoff and storm water is critical to the health of this watershed. A binational Tijuana River Valley Recovery Team was established to address pollution issues in the valley, and prepared a future Tijuana River Valley Comprehensive Load Reduction Plan (CLRP) will address areas where storm water infrastructure and green streets can be built to improve water quality within the area.

**Applicable Permits and Regulations**

General waste discharge requirements that will directly apply to design and construction of development projects within the SYCPU area as of September 2015 will include the permits and regulations summarized below.

Municipal Storm Water Permit

This permit is San Diego RWQCB Order No. R9-2007-0001, a previous ~~renewal of~~ NPDES Permit No. CAS0108758, "Waste Discharge Requirements for Discharges of Urban Runoff from the Municipal Separate Storm Sewer Systems (MS4s) Draining the Watersheds of the County of San Diego, the Incorporated Cities of San Diego County, the San Diego Unified Port District, and the San Diego County Regional Airport Authority" (Order No. R9-2007-0001, or "Municipal Storm Water Permit"), adopted by the San Diego RWQCB on January 24, 2007 (herein referred to as the "2007 MS4 Permit"). The 2007 MS4 Permit was an update to ~~supersedes~~ Order No. 2001-01, NPDES No. CAS0108758 "Waste Discharge Requirements for Discharges of Urban Runoff from the Municipal Separate Storm Sewer Systems (MS4s) Draining the Watersheds of the County of San Diego, the Incorporated Cities of San Diego County, and the San Diego Unified Port District" adopted by the San Diego RWQCB on February 21, 2001 (herein referred to as the "2001 MS4 Permit").

The most current Municipal Storm Water Permit (2013 MS4 Permit) for Region 9, Order No. R9-2013-0001, was adopted on May 8, 2013 by the San Diego RWQCB and became effective on June 27, 2013. This Order was amended by adoption of Order No. R9-2015-0001 on February 11, 2015 and adoption of Order No. R9-2015-0100 on November 18, 2015. This is an update to the 2007 MS4 Permit, Order No. R9-2007-0001. The implementation of the 2013 MS4 Permit criteria and updates to the City of San Diego Storm Water Standards (based on the Copermittees' Model BMP Design Manual) ~~are anticipated after~~took place on February 16, 2016. Pending the "Grandfathering" (i.e., Prior Lawful Approval) requirements, development and ~~re~~development projects within the San Ysidro Community could be subject to the new 2013 MS4 Permit requirements. Additional information about the Municipal Storm Water Permit is presented in Appendix J.

As part of the requirements in the above referenced 2013 MS4 Permit (by San Diego Regional Board), Water Quality Improvement Plans (WQIPs) were developed for nine (9) watersheds in San Diego Region, including one for the Tijuana River Watershed. In the Tijuana River Watershed, the Responsible Parties include the Cities of Imperial Beach and San Diego and the County of San Diego. The goal of the Tijuana River WQIP is to protect, preserve, enhance, and restore water quality of receiving water bodies. This goal will be accomplished through an adaptive planning and management process that identifies the highest and focused priority water quality conditions within the watershed and implements strategies to achieve improvements in the quality of discharges from the Responsible Parties' storm drain systems.

In addition, the City adopted a Jurisdictional Runoff Management Plan (JRMP)in June 2015 to comply with the MS4 requirements and improve water quality in its rivers, bays, lakes, and ocean through reducing discharges of pollutants to the municipal separate storm sewer system. The JRMP contains a number of strategies for day-to-day operational activities and processes to improve water quality required by the Municipal Permit.

General Construction Permit

SWRCB Order No. 2009-0009-DWQ NPDES General Permit No. CAS000002 WDRs for Discharges of Storm Water Runoff Associated with Construction Activity (General Construction Permit) was adopted September 2, 2009. The permit was previously amended by Order No. 2010-0014-DWQ and then again by Order No. 2012-0006-DWQ. The General Construction Permit is due to be reissued. This permit may be reissued several times during the life of the SYCPU. Additional information about the General Construction Permit is presented in Appendix J.

General Industrial Permit

Industrial facilities are subject to the requirements of SWRCB Water Quality Order No. 2014-0057-DWQ NPDES Permit No. CAS000001, "Waste Discharge Requirements for Discharges of Storm Water Associated With Industrial Activities Excluding Construction Activities," (General Industrial Permit). This permit was adopted on April 1, 2014 and will expire on June 30, 2020. This permit currently applies to operation of existing industrial facilities associated with ten broad categories of industrial activities, and will apply to operation of proposed new industrial facilities within those ten categories. The General Industrial Permit requires the implementation of storm water management measures and development of a Storm Water Pollution Prevention Plan (SWPPP).

Individual Waste Discharge Requirements

Some existing dischargers (existing ship construction, modification, repair or maintenance facilities) require individual waste discharge requirements for discharge to navigable waters (San Diego Bay). Whether individual waste discharge requirements will be needed for ~~re~~development projects depends on the specific type and location of the ~~re~~development project.

Temporary Groundwater Extraction

The San Diego RWQCB has adopted two NPDES Permits that cover groundwater extraction discharges to surface waters in the San Diego Region depending on the location of the discharge. One Permit covers discharges to San Diego Bay, tributaries thereto under tidal influence, and storm drains or other conveyance systems tributary thereto (Order No. R9-2007-0034, NPDES No. CAG919001). Another Permit covers discharges to all other water bodies within the San Diego Region including surface waters, estuaries, and the Pacific Ocean (Order No. R9-2008-0002, NPDES No. CAG919002).

Other Regulatory Permits

Alteration to the channel of Tijuana River or Old Tijuana River could require permits issued at many levels from federal, state, and local agencies including a Clean Water Act Section 404 Permit from the United States Army Corps of Engineers, Section 401 Water Quality Certification from the San

Diego RWQCB, and several agreements and certifications from other agencies that are required as part of the Section 404 and/or Section 401 permitting process, including documentation and review under CEQA.

## 5.10.2 Impact Determination Thresholds

Based on the City's Significance Determination Thresholds (2011), which have been adapted to guide a programmatic analysis of the proposed SYCPU, a significant hydrology/water quality impact would occur if implementation of the proposed project would:

1. Result in changes in absorption rates, drainage patterns, or the rate of surface runoff;
2. Result in a substantial increase in pollutant discharge to receiving waters and increase discharge of identified pollutants to an already impaired water body; or
3. Otherwise impact local and regional water quality, including groundwater.

## 5.10.3 Issue 1: Runoff

Would the proposed SYCPU or SYHVSP result in changes in absorption rates, drainage patterns, or the rate of surface runoff?

#### 5.10.3.1 SYCPU

**a. Impacts**

Development pursuant to the SYCPU has the potential to change surface runoff characteristics, including the volume of runoff, rate of runoff, and drainage patterns. An increase in the volume or rate of runoff could result in flooding or erosion. A change in drainage patterns could also result in flooding or erosion. This is evaluated for the local "on-site" perspective, and the watershed perspective (floodplain impacts).

**Local ("On-site") Impacts**

Because the SYCPU area is highly impervious, the volume or rates of runoff are not likely to be increased by new development. It is more likely that the volume and rate of runoff could be slightly decreased due to storm water quality regulations which require implementation of LID practices that retain a portion of storm water on-site for infiltration, re-use, or evaporation.

On a local "on-site" level, adherence to the requirements of the City of San Diego's Drainage Design Manual and Storm Water Standards Manual which require installation of LID practices such as bioretention (biofiltration) areas, cisterns, and/or rain barrels can be expected to improve surface drainage conditions, or at a minimum, to not exacerbate flooding or cause erosion.

In addition, the proposed SYCPU contains goals and policies to improve drainage patterns and decrease surface runoff. Policy 6.1.27 of the Public Facilities, Service, and Safety Element encourages the identification of suitable sites to be used as community-wide storm water retention areas.

In addition, the Conservation Element of the SYCPU notes that advances in urban runoff management practices now give more consideration to the small runoff quantities that have an erosive effect on local streams, due to the longer duration and greater frequency of occurrence. Policies 8.7.1 through 8.7.8 address various aspects of storm water management, including guidance to manage storm water using LID principles for development proposals, and include the most current restrictions/allowances for sustainable development and environmental maintenance (Policy 8.7.1); and include LID practices, such as bioretention, porous paving, and green roofs, early in the development process to find compatibilities with other goals (Policy 8.7.4). These policies support the installation of infrastructure to capture and minimize storm water runoff.

**Floodplain Impacts**

The SYCPU area is located adjacent to the Tijuana River. The river is conveyed through a natural channel which may be susceptible to erosion downstream of the community. However, due to the existing impervious condition of the SYCPU area, its location relative to the larger watersheds, and the characteristics of the river, changes to runoff volumes or rates are not likely to result in a measurable impact to flooding or erosion (increase or decrease).

Changes to drainage patterns of the river resulting from development in the floodplain could have the potential to increase flooding on- or off-site. Therefore, any future specific ~~re~~development projects proposed within the floodplain must be studied to determine the impacts. In the southwest quadrant of the SYCPU area, a portion of the SYCPU area is designated Zone AE and another portion is designated Zone X on the FIRM published by the FEMA (Figure 5.10-2), and base flood elevations have been determined. The City's requirements for protection from flooding are that the lowest floor of any structure must be elevated at least 2 feet above the base flood elevation, and fully enclosed areas below the lowest floor that are subject to flooding shall comply with FEMA's requirements for flood proofing (City of San Diego Municipal Code Section 143.0146(c)). Pursuant to City of San Diego Municipal Code Section 143.0145, any future specific development~~/redevelopment~~ projects must be studied to determine the effects to base flood elevations and ensure it will not result in flooding, erosion, or sedimentation impacts on or off site.

The land use designations that intersect the floodplains are a combination of residential, commercial, retail, services, park, open space, and recreation.

**b. Significance of Impacts**

**Local ("On-site") Impacts**

All development is subject to drainage and floodplain regulations in the San Diego Municipal Code, and would be required to adhere to the City's Drainage Design Manual and Storm Water Standards Manual. Therefore, with future development, the volume and rate of overall surface runoff within the proposed SYCPU would be reduced when compared to the existing condition. Thus, impacts to runoff from implementation of the SYCPU would be less than significant.

**Floodplain Impacts**

Through future projects' compliance with the floodplain regulations cited in Section 5.10.1.3, flood hazard impacts associated with the proposed SYCPU are anticipated to be reduced through project design. Thus, impacts to floodplains would be less than significant.

**c. Mitigation Framework**

Impacts to local "on-site" runoff and floodplains would be less than significant and, therefore, no mitigation measures are required.

**d. Significance After Mitigation**

Impacts to local "on-site" runoff and floodplains would be less than significant.

### 5.10.3.2 SYHVSP

**a. Impacts**

**Local ("On-site") Impacts**

Because the SYHVSP area is highly impervious, the volume or rates of runoff are not likely to be increased by future ~~re~~development. It is more likely that the volume and rate of runoff could be slightly decreased due to storm water quality regulations which require implementation of LID practices that retain a portion of storm water on-site for infiltration, re-use, or evaporation.

**Floodplain Impacts**

The SYHVSP area is located north of the Tijuana River, and encompasses a small portion of the Central Drainage Region of the SYCPU area. Due to the existing impervious condition of the SYHVSP area, the location of the SYCPU area relative to the larger watersheds, and the characteristics of the river, changes to runoff volumes or rates within the whole SYCPU area or smaller SYHVSP area are not likely to result in a measurable impact to flooding or erosion (increase or decrease).

As shown on Figure 5.10-3, the southerly portion of the SYHVSP area lays within the 500-year FEMA floodplain. Therefore, any future specific development projects in this area could be impacted.

**b. Significance of Impacts**

**Local ("On-site") Impacts**

All development would be subject to the drainage and floodplain regulations in the San Diego Municipal Code, and would be required to adhere to the City's Drainage Design Manual and Storm Water Standards Manual. Therefore, with future development, the volume and rate of overall surface runoff within the proposed SYHVSP would be reduced when compared to the existing condition. Thus, impacts to runoff related to development within the SYHVSP would be less than significant.

**Floodplain Impacts**

Through future projects' compliance with the floodplain regulations cited in Section 5.10.1.3, flood hazard impacts associated with the proposed SYHVSP are anticipated to be reduced through project design. Thus, Impacts to floodplains would be less than significant.

**c. Mitigation Framework**

Impacts to local "on-site" runoff and floodplains would be less than significant and therefore, no mitigation measures are required.

**d. Significance After Mitigation**

Impacts to local "on-site" runoff and floodplains would be less than significant.

## 5.10.4 Issue 2: Pollutant Discharge

Would the proposed SYCPU or SYHVSP result in a substantial increase in pollutant discharge to receiving waters and increase discharge of identified pollutants to an already impaired water body?

### 5.10.4.1 SYCPU

**a. Impacts**

Future development projects pursuant to the proposed SYCPU have the potential to change pollutant discharges either from an increase in the volume of storm water runoff, or from addition of new sources of pollution.

As discussed above in relation to Issue 1: Runoff, the volume of runoff from the SYCPU area is not expected to increase as a result of ~~new~~ future development. In fact, it could decrease. This is because the SYCPU area is currently highly impervious, and because new storm water regulations require implementation of LID practices that retain a portion of storm water on-site for infiltration, re-use, or evaporation (this is applicable both in the 2007 and 2013 MS4 Permit). Therefore, increased runoff is not expected to be a factor in future pollutant loads.

Regardless of land use, sources of pollution can be expected to decrease ~~upon~~ with future ~~re~~development of the SYCPU area. This is because new storm water regulations require implementation of permanent storm water BMPs to reduce storm water pollution. Existing development in the SYCPU area was constructed before the storm water regulations were adopted, and generally does not include practices such as the LID practices, which not only reduce pollution by reducing runoff volume but can also provide treatment by filtration and microbial action for runoff. The existing development also typically does not include any other structural practices to prevent the transport of pollutants off-site such as trash traps or manufactured filtration devices.

**b. Significance of Impacts**

~~New~~ Future development under the proposed SYCPU would be required to implement storm water BMPs into project design to address the potential for transport of pollutants of concern through

either retention or filtration. Furthermore, because much of the existing development was constructed before the storm water regulations were adopted, the future development within the proposed SYCPU area would likely result in a decrease in surface flows that contain pollutants of concern that affect local tributaries and water bodies. The implementation of LID design and storm water BMPs would reduce the amount of pollutants transported from the SYCPU area to receiving waters. Thus, impacts would be less than significant.

**c. Mitigation Framework**

Impacts from pollutant discharge would be less than significant and therefore, no mitigation measures are required.

**d. Significance After Mitigation**

Impacts from pollutant discharge would be less than significant.

### 5.10.4.2 SYHVSP

**a. Impacts**

Future development projects pursuant to the proposed SYHVSP have the potential to change pollutant discharges either from an increase in the volume of storm water runoff, or from addition of new sources of pollution. As discussed above for the entire SYCPU area, the volume of runoff is not expected to increase as a result of development, and it could decrease. Similar to the entire SYCPU area, the SYHVSP area is currently highly impervious.

**b. Significance of Impacts**

~~New~~ Future development under the proposed SYHVSP would be required to implement storm water BMPs into project design to address the potential for transport of pollutants of concern through either retention or filtration. Furthermore, because much of the existing development was constructed before the storm water regulations were adopted, the future development within the proposed SYHVSP area would likely result in a decrease in surface flows that contain pollutants of concern that affect local tributaries and water bodies. The implementation of LID design and storm water BMPs would reduce the amount of pollutants transported from the SYHVSP area to receiving waters. Thus, impacts would be less than significant.

**c. Mitigation Framework**

Impacts from pollutant discharge would be less than significant and therefore, no mitigation measures are required.

**d. Significance After Mitigation**

Impacts from pollutant discharge would be less than significant.

## 5.10.5 Issue 3: Water Quality

Would the proposed SYCPU or SYHVSP otherwise impact local and regional water quality, including groundwater?

### 5.10.5.1 SYCPU

#### a. Impacts

~~New~~ Future development within the SYCPU area has potential to improve groundwater quality through removal of potential sources of groundwater contamination. Current storm water regulations that require infiltration of storm water runoff, where feasible, include design requirements for protection of groundwater.

Vehicular traffic is one factor in the amount of pollution generated from roadways. However, there are many other variables that may affect pollutant concentrations from roadways, including curbs, barriers, grass shoulders, landscaping, traffic characteristics such as speed and braking, vehicle characteristics such as age and maintenance, road maintenance practices, societal practices (i.e., littering), and pavement composition and quality.

#### b. Significance of Impacts

Because future development would adhere to the requirements of the MS4 permit for the San Diego Region and the City's Storm Water Standards Manual, water quality is not expected to be significantly impacted by future development within the SYCPU.

#### c. Mitigation Framework

Impacts on water quality would be less than significant, and therefore, no mitigation measures are required.

#### d. Significance After Mitigation

Impacts on water quality would be less than significant.

### 5.10.5.2 SYHVSP

#### a. Impacts

As discussed above for the entire SYCPU area, future ~~re~~development of the SYHVSP area has potential to improve groundwater quality through removal of potential sources of groundwater contamination, implementation of the City's requirements for storm water BMPs for streets, and adherence to the requirements of the City of San Diego's Storm Water Standards Manual. Storm water requirements in the City of San Diego are effective regardless of the SYCPU or SYHVSP.

#### b. Significance of Impacts

Because future development of the SYHVSP area would adhere to the requirements of the MS4 permit for the San Diego Region and the City's Storm Water Standards Manual, water quality

conditions, both surface and groundwater, are not expected to have an adverse effect on water quality. Thus, impacts would be less than significant.

**c. Mitigation Framework**

Impacts on water quality would be less than significant, and therefore, no mitigation measures are required.

**d. Significance After Mitigation**

Impacts on water quality would be less than significant.

# 5.11 Population and Housing

## 5.11.1 Existing Conditions

### 5.11.1.1 SYCPU

The 2010 United States Census recorded the population of San Diego at 1,307,402 people. This is a 6.9 percent increase over the 2000 population of 1,223,400 people. The population of San Diego continues to grow, with the U.S. Census estimating a 6.1 percent increase to 1,381,069 in July 2014.

Since 1971, SANDAG has produced growth forecasts of population, housing, income, employment, and land use for the San Diego region. Local jurisdictions and SANDAG use these forecasts to help plan appropriate facilities, services, and development practices. The population forecasted by SANDAG indicates that the City will increase approximately 12 percent, to more than 1.4 million people, by 2020; 27 percent, to more than 1.6 million people, by 2035; and 36 percent, to more than 1.7 million people by 2050 (SANDAG 2015a).

The total housing units to accommodate the population growth will also increase. In 2010, there were 515,426 units in the City of San Diego. This is expected to increase to nearly 560,000 units by 2020, 640,000 units by 2035, and over 691,000 units by 2050 (SANDAG 2013). Single-family units made up approximately 54 percent of the total housing stock in 2012. This percentage is expected to decrease to approximately 45 percent by 2030 and 40 percent by 2050 (SANDAG 2015a). SANDAG forecasts a general intensification of existing land uses with urban communities and along key transportation corridors.

In 2010, the total population for the SYCPU area was 28,008 people. This includes 27,962 people living in households and 46 people living in group quarters, such as residential treatment centers, group homes, or residence halls. The proposed SYCPU is estimated to result in a population of approximately 38,700 by 2035, based on the application of planned land uses and development intensity.

As indicated in Table 5.1-1, the Community Plan area has 7,262 total housing units. Projected build-out of the adopted Community Plan would result in 8,088 total housing units. The SYCPU proposes 9,850 units. The SYCPU provides for more housing opportunities than SANDAG's forecast (Series 13) of 8,506 housing units by 2035.

The Community Plan area supports approximately 2.1 percent of the City's population. Table 5.11-1, *Existing Population and Housing Comparison*, provides a comparison of the existing population and housing estimates for the Community Plan area and the City as a whole from the 2010 U.S. Census. Approximately 65 percent of the total existing housing stock in the Community Plan area is multi-family, while citywide the total existing housing stock for multi-family is 58 percent. Currently, the Community Plan area has a ratio of 3.88 persons-per-household (PPH), which is greater than the current citywide ratio of 2.6 PPH (SANDAG 2015a). The Community Plan area has a median annual income of approximately $35,993, which is 43 percent lower than the median income citywide of $63,198.

**TABLE 5.11-1**
**EXISTING POPULATION AND HOUSING COMPARISON**

| Area and Population | Housing Stock | | | | Persons per Household | Median Household Income |
|---|---|---|---|---|---|---|
| | Single-Family | | Multi-Family[1] | | | |
| | Units | % | Units | % | | |
| City of San Diego 1,307,402 | 211,257 | 40% | 298,707 | 58% | 2.60 | $63,198 |
| San Ysidro 28,008 | 2,065 | 28% | 4,810 | 65% | 3.88 | $35,993 |

Source: SANDAG 2015a DataSurfer Reports – 2010 Census
[1] Includes single family – multiple unit and multi-family

### 5.11.1.2 SYHVSP

The population characteristics of the SYHVSP reflect those described for the overall Community Plan area.

### 5.11.1.3 Regulatory Framework

#### a. Regional ~~Comprehensive~~ Plan

SANDAG's ~~RCP~~ Regional Plan provides a growth management strategy that aims to limit urban sprawl and preserve natural resources. The overall goal of the Regional Plan ~~RCP~~ is to strengthen the integration of local and regional land use, transportation, and natural resource planning. Strategies to locate new housing within existing urbanized communities close to transit and jobs is intended to help conserve open space and rural areas, rejuvenate existing neighborhoods, and shorten long commutes (SANDAG 2016~~2004~~).

The RCP is the principal planning tool for regional growth, planning, and infrastructure investment. In addition to stating the need for application of smart growth strategies in the siting and development of new housing, the RCP considers housing needs for the region, including housing choices in all price ranges. The RCP states that homes need to be affordable to persons of all income levels and accessible to persons of all ages and abilities.

The role of SANDAG in the local general plan housing element process is the preparation of the Regional Housing Needs Assessment. SANDAG and the California Department of Housing and Community Development determine each region's share of the state's housing need for the five-year housing element cycle based on growth projections. This number represents the amount of new housing units the region will need to plan for during the next housing element cycle. Then SANDAG works with the local jurisdictions to allocate overall regional housing needs to each jurisdiction in four required income categories (very low, low, moderate, and above moderate).

#### b. General Plan Housing Element

Consistent with regional plans and policies provided in SANDAG's Regional Plan~~RCP~~, the City's General Plan promotes the City of Villages Strategy to address forecasted population growth, and development needs through effective and innovative redevelopment and infill projects. This Strategy focuses growth into villages or mixed-use activity centers that are pedestrian friendly, offer a variety

of housing types and range of densities, and are linked to a transit system. The City's 2013-2020 Housing Element, adopted in March 2013, analyzes the City's housing needs and identifies potential sites for the provision of additional housing in the City.

The Housing Element includes objectives, policies, and programs for five major goals, including the provision of sufficient housing of all income groups, maintain the safety and livability of the housing stock, streamlining processes for the creation of new housing development, promote affordable housing, and cultivating the City as a sustainable model for development (City of San Diego 2013b).

## 5.11.2 Significance Determination Thresholds

As the City's Significance Determination Thresholds do not establish specific significance thresholds for population and housing, the following analysis relies on Appendix F of the CEQA Guidelines which call for an evaluation of whether the project would:

1. Displace substantial numbers of existing housing or people, necessitating the construction of replacement housing elsewhere; or

2. Induce substantial population growth in an area, either directly or indirectly.

## 5.11.3 Issue 1: Population Displacement

Would the project displace substantial numbers of existing housing or people, necessitating the construction of replacement housing elsewhere?

#### 5.11.3.1 SYCPU

**a. Impacts**

SANDAG population projections for the SYCPU area indicate that population will increase over time, regardless of whether the SYCPU were to be implemented. To accommodate expected population growth, the SYCPU would redesignate some existing industrial and commercial areas to permit residential uses, and to increase the density of certain residential areas in accordance with City policies, goals, and regulations.

Displacement of population or housing stock would occur should existing housing be demolished for future development. However, under the SYCPU, any displacement would be temporary in nature. The SYCPU area's total housing stock would ultimately remain the same or increase compared to existing levels and those allowed under the adopted Community Plan. With the implementation of the SYCPU, the availability of multiple-family housing would be substantially increased, and the potential for new single-family housing would decrease. No currently designated residential areas would be redesignated or rezoned to non-residential uses. While single-family housing would decrease under the SYCPU, the number of dwelling units would be replaced by the addition of multi-family housing units. Under the SYCPU, a total of 9,850 dwelling units would be available, representing an increase of 2,588 units over the number of units that existed in 2008 numbers, and 1,762 units over buildout under the adopted Community Plan.

**b. Significance of Impacts**

Any displacement of residents related to future development under the SYCPU would be temporary in nature, as the number of dwelling units in the SYCPU area would increase and no existing residential areas would be redesignated to non-residential uses. Therefore, impacts related to the displacement of residents would be less than significant.

**c. Mitigation Framework**

Impacts would be less than significant, thus, no mitigation is required.

**d. Significance After Mitigation**

Impacts would be less than significant.

#### 5.11.3.2 SYHVSP

**a. Impacts**

Displacement of population or housing stock would occur should existing housing be demolished for future development. However, under the SYHVSP, any displacement would be temporary in nature. The SYHVSP area's total housing stock would ultimately remain the same or increase compared to existing levels and that allowed under the adopted Community Plan. With the implementation of the SYHVSP, the availability of multiple-family housing would increase, and the availability of single-family housing would decrease. No currently designated residential areas would be redesignated or rezoned to non-residential uses. While single-family housing would decrease under the SYHVSP, the number of dwelling units would be replaced by the addition of multi-family housing units.

**b. Significance of Impacts**

Any displacement of residents related to future development under the SYHVSP would be temporary in nature, as the number of dwelling units in the SYHVSP area would be expected to increase and no existing residential areas would be redesignated to non-residential uses. Therefore, impacts related to the displacement of residents would be less than significant.

**c. Mitigation Framework**

Impacts would be less than significant, thus, no mitigation is required.

**d. Significance After Mitigation**

Impacts would be less than significant.

## 5.11.4 Issue 2: Growth Inducement

Would implementation of the proposed SYCPU or SYHVSP induce substantial population growth in the area, either directly or indirectly?

### 5.11.4.1 SYCPU

#### a. Impacts

SANDAG population projections for the SYCPU area indicate that population will increase over time, regardless of whether or not the SYCPU is implemented.

To accommodate expected population growth, the SYCPU would redesignate some existing industrial and commercial areas to permit residential uses, and would increase the density of certain residential areas in accordance with City policies, goals, and regulations. Total housing stock would also be increased compared to both existing levels and the number of units allowed under the adopted Community Plan. Specifically, a total of 9,850 dwelling units would be available under the SYCPU, an increase of 2,588 units (approximately 36 percent) over existing (2008) numbers and 1,762 (24 percent) units over the adopted Community Plan total.

As an established urban community, the existing infrastructure within San Ysidro is able to support the anticipated population without major additions or expansions which could induce growth. As discussed in Section 5.2, the existing roadway network is able to accommodate the additional traffic created by the increase in population through relatively minor roadway improvements including restriping, new turn lanes, and signalization. The extension of Calle Primera to Camino de la Plaza would not provide substantial new access because access to the Camino de la Plaza currently exists to the north and south of the proposed extension.. Furthermore, this extension is included in the adopted Community Plan.

As discussed in Section 5.12, the public facilities (e.g., libraries, schools and fire/police protection) needed to support development already exist in the area. With the exception of the library and parks, the existing public facilities are expected to be able to meet the needs of the community under the SYCPU. With construction of the planned new library, the library needs of the community would be fulfilled. As discussed Section 5.12, although existing recreation centers and aquatic complexes would be adequate to serve buildout of the SYCPU area under the SYCPU, an overall park deficit of 34.44 acres would result from the SYCPU at buildout. Where existing and proposed park space is not sufficient for the projected population growth, the General Plan allows for the use of park equivalencies, as determined by the community and City staff, through a set of guidelines. The SYCPU area is a heavily urbanized community where park equivalencies would be appropriate for satisfying some population-based park needs. Thus, the population growth associated with the proposed SYCPU would not exceed the ability of the public facilities to meet the projected demand. Similarly, as discussed in Section 5.13, existing public utilities (energy, water, sewer, and solid waste collection, processing and disposal) are currently available in the area and expected to be able to serve additional development without major expansions which might induce growth.

Furthermore, pursuant to the General Plan discussion outlined above, population and housing growth will occur in the City with or without implementation of regional or local planning efforts. The proposed SYCPU includes a number of goals and policies to manage and accommodate this growth along with efforts to provide sustainable economic development through related criteria in the SYCPU Economic Prosperity Element. Specifically, this includes measures intended to preserve and expand existing business opportunities (e.g., through implementing mixed-use design and locating commercial sites near transportation facilities), provide economic and tax incentives for business development/expansion, maximize opportunities for border-related business development

(e.g., through circulation improvements), and enhance opportunities for visitor-related development such as shopping, entertainment and lodging facilities. Based on the described conditions and considerations, the proposed SYCPU would provide comprehensive planning to manage and accommodate future population and related housing growth, while also addressing the need for sustainable economic development to support the local community.

**b. Significance of Impacts**

No new or major expansion of infrastructure serving the Community Plan area is anticipated to occur as a result of implementation of the SYCPU. Furthermore, the proposed SYCPU includes a number of planning, design and implementation strategies intended to accommodate growth and provide sustainable economic development. As a result, growth inducement would be less than significant.

**c. Mitigation Framework**

Impacts would be less than significant, thus, no mitigation is required.

**d. Significance After Mitigation**

Impacts would be less than significant.

### 5.11.4.2 SYHVSP

**a. Impacts**

As with the SYCPU area, no new or major expansion of existing infrastructure would be required to support future development with the SYHVSP under the SYCPU. Furthermore, the Specific Plan would include similar measures to provide comprehensive planning and sustainable economic development as described for the SYCPU.

**b. Significance of Impacts**

As with the SYCPU, growth inducement related to the SYHVSP would be less than significant.

**c. Mitigation Framework**

Impacts would be less than significant, thus, no mitigation is required.

**d. Significance After Mitigation**

Impacts would be less than significant.

# 5.12 Public Services

Public services are those functions that serve residents on a community-wide basis. These functions include parks and recreation centers, libraries, schools, and fire and police protection. The following provides a discussion of these services and facilities as they relate to the proposed SYCPU.

## 5.12.1 Existing Conditions

#### 5.12.1.1 SYCPU

**a. Park and Recreation**

The General Plan standard for population-based parks is 2.8 useable acres per 1,000 residents, which can be achieved through a combination of neighborhood and community park acreages and park equivalencies. As summarized in Section 5.9, Population and Housing, the existing population of 28,008 people in the SYCPU area (SANDAG 2015a) warrants 78.42 acres of population-based parks. Currently, the community has 41.63 usable acres of park and park equivalencies (SYCPU 2015), resulting in a deficiency of 36.79 useable acres of population-based parks.

The General Plan establishes minimum guidelines for recreation centers, stating that 17,000 square feet should be provided for every 25,000 residents. The existing population in the SYCPU area warrants 19,045 square feet of recreation center space. Currently, the community has 37,171 square feet, resulting in no deficiency of recreation centers. One aquatic complex per 50,000 people should be provided as established by the General Plan. San Ysidro's single existing aquatic complex fulfills the existing demand for the community creating no deficit.

San Ysidro Athletic Area/Larsen Field is the largest community park and recreation facility in the community planning area. The park is home to Cesar Chavez Recreation Center, a nearly 13,000-square-foot facility containing a gymnasium, kitchen, and a multipurpose meeting room. The park grounds contain multipurpose fields, children's play areas, and picnic areas. The San Ysidro Athletic Area is heavily used by residents and serves as a community gathering space.

San Ysidro Community Park is a nearly three-acre park adjacent to the San Ysidro Library that includes a recreation center, senior center, gymnasium, tennis courts, basketball courts, and a landscaped picnic area.

Neighborhood parks include Coral Gate Neighborhood Park, Howard Lane Neighborhood Park, and Vista Terrace Neighborhood Park. These parks serve their respective neighborhoods with turf areas, play areas, and picnic facilities. Additionally, Howard Lane Neighborhood Park serves the community with basketball courts. Vista Terrace Neighborhood Park houses San Ysidro's sole public aquatic complex containing a swimming pool and locker rooms.

**b. Libraries**

The SYCPU area is within the service area of the City Library System. Each service area for a library is 2 miles, although the area served depends on the proximity and access to residential, commercial, and civic uses, as well as roadways and transit. The City's General Plan establishes a minimum of

15,000 square feet of dedicated library space for branch libraries. In addition, branch libraries should ideally serve a resident population of 30,000.

Using the 2-mile service area metric, the SYCPU area is currently served by two San Diego Public Library branch libraries, one of which is within the SYCPU area. The Otay Mesa-Nestor Branch library is located less than a mile north of the SYCPU area at 3003 Coronado Avenue. This branch was expanded in 2006 and is 15,000 square feet. The San Ysidro Branch Library is located at 101 W. San Ysidro Boulevard. The library building was constructed in 1914 and is historically designated. Based on the 15,000-square-foot requirement of the General Plan, the San Ysidro Branch Library is severely deficient in dedicated library space with only 1,500 square feet. There are plans to build a new facility with approximately 15,000 square feet to replace the 1,500-square-foot existing library.

**c. Schools**

The SYCPU area is served by three school districts. The South Bay Union School District (SBUSD) and San Ysidro School District (SYSD) serve the community's preschool through eighth grade students. The SUHSD serves the community's high school students from ninth to twelfth grade. The San Ysidro School District has preschool classes, a childcare center, and five elementary schools. The SBUSD serves the community with one elementary school. No high schools are located within the San Ysidro Community Planning Area. Students attend San Ysidro High School or Southwest High School. Schools within the planning area also include an adult education school and higher education center. A total of nine public schools are located within the planning area, and five additional public schools serve the SYCPU. Table 5.12-1, *School Enrollment and Capacity*, shows the current capacity and enrollment numbers available for each school district.

- Willow Elementary School is located at 226 Willow Road, located within the southern portion of the SYCPU area;
- Beyer Elementary School is located at 2312 East Beyer Boulevard within the eastern portion of the SYCPU area;
- Sunset Elementary School is located at 3825 Sunset Lane, within the central portion of the SYCPU area;
- Smythe Elementary School is located at 1880 Smythe Avenue, within the northern portion of the proposed SYCPU area;
- Nicoloff Elementary School is a SBUSD facility located at 1777 Howard Avenue, within the northwestern portion of the SYCPU area;
- La Mirada Elementary School is located at 222 Avenida de la Madrid, within the northeastern portion of the SYCPU area;
- San Ysidro Middle School is located at 4345 Otay Mesa Road, within the eastern portion of the proposed SYCPU area;
- Southwest Middle School is located at 2710 Iris Avenue, approximately 0.5 mile northwest of the proposed SYCPU area;

- Southwest High School is located at 1685 Hollister Street, approximately 1 mile west of the SYCPU area;
- Montgomery Middle School is located at 1051 Picador Boulevard, approximately 0.75 mile north of the proposed SYCPU area;
- Montgomery High School is located at 3250 Palm Avenue, approximately 1.1 miles north of the SYCPU area;
- San Ysidro High School is located at 5353 Airway Road, approximately 1.2 miles east of the SYCPU area;
- Southwestern College Higher Education Center is located at 460 West San Ysidro Boulevard, within the central portion of the proposed SYCPU area; and
- San Ysidro Adult School is located at 4220 Otay Mesa Road, within the eastern portion of the SYCPU area.

Beyer Elementary School was demolished in 2012 and no longer serves as an operating school facility. The site will eventually be redeveloped into a new elementary school facility. Aside from Beyer Elementary School, no new school facilities are currently planned within the SYCPU area.

**TABLE 5.12-1**
**SCHOOL ENROLLMENT AND CAPACITY**

| District / School | Estimated Capacity | 2014-2015 Enrollment | 2015-2016 Enrollment |
|---|---|---|---|
| South Bay Union School District | | | |
| Nicoloff Elementary | 869[3] | n/a | 829[3] |
| Sweetwater Union High School District | | | |
| Montgomery High School | 2,620[2] | 1,609[2] | 1,602[1] |
| Montgomery Middle School | 1,419[2] | 879[2] | 897[1] |
| San Ysidro High School | 2,824[2] | 2,291[2] | 2,344[1] |
| Southwest High School | 2,716[2] | 1,591[2] | 1,717[1] |
| Southwest Middle School | 1,055[2] | 676[2] | 679[1] |
| San Ysidro School District | | | |
| Elementary Schools (K-6) | 4,702 | 3,769 | n/a |
| Middle School (Grade 7-8) | 1,362 | 1,080 | n/a |

Sources: [1]Pers. comm. Elena Cruz 2015
[2]Pers. comm. Allie Serrano 2015
[3] Pers. comm. Abby Saadat, Assistant Superintendent, Business Services 2015

### d. Fire Protection

Fire protection services to the SYCPU area are provided by the SDFD. The SDFD serves a total area of approximately 331 square miles, including 17 miles of coastline extending 3 miles offshore, and a population of approximately 1,337,000 people. The SDFD has a current total of 47 fire stations and nine permanent lifeguard stations, and employs 801 uniformed personnel, 338 lifeguards, and

161 civilian personnel for a total of 1,300 personnel. In addition to fire protection services, the SDFD also provides EMS.

Ambulances are staffed with one emergency medical technician (EMT) and one paramedic, and first responders have a minimum of one firefighter/paramedic on board (City of San Diego, 2015c). The General Plan states that fire stations should be sited on lots that are at least three-quarters of an acre with room for expansion, within two to two and a half miles apart, and be staffed and equipped to respond to calls within their established standards. The Fire-Rescue Department's goal is one firefighter per 1,000 citizens. Two future fire stations are planned for Otay Mesa (FS 49 and a future East Otay Mesa fire station).

The responding fire stations to the proposed SYCPU area are:

- Station 29 located at 198 West San Ysidro Boulevard;
- Station 6 located at 693 Twining Avenue; and
- Station 30 located at 2265 Coronado Avenue.

San Diego Fire-Rescue Department Engine District 29 is the first responder to the SYCPU area. This district provides primary fire protection and advanced life support services to the SYCPU area. Fire Station 29 was originally built in 1958. The current station opened in 2005. Fire Station 29 serves San Ysidro and its surrounding areas, totaling 6.21 square miles. This station includes a fire engine, aerial truck, brush engine, and medic rescue rig (City of San Diego 2014). Station 30 is located approximately 1.1 miles northwest of the SYCPU area. Station 6 is located approximately 1.1 miles north of the SYCPU area. Table 5.12-2, *Fire Stations 5, 29, and 30 Incident Runs for Fiscal Year 2014*, below shows the number of incident runs for Engines 6, 29, 30, and Truck 29 for Fiscal Year (FY) 2014.

**TABLE 5.12-2**
**FIRE STATIONS 6, 29, AND 30 INCIDENT RUNS FOR FISCAL YEAR 2014**

| | Engine 6 | Engine 29 | Truck 29 | Engine 30 |
|---|---|---|---|---|
| Total Incident Runs | 2,416 | 4,189 | 1,174 | 3,327 |
| Fire | 218 | 153 | 132 | 222 |
| Medical/Rescue | 1,972 | 2,891 | 984 | 2,853 |
| Other | 191 | 130 | 51 | 223 |

Source: (City of San Diego 2015d)

In 2011, the City of San Diego retained Citygate Associates, LLC to conduct a Fire Services deployment planning study to:

- Further refine the findings of the Regional Fire Service Deployment Study that Citygate conducted for the County of San Diego that pertained to Fire-Rescue deployment within the City of San Diego;
- Analyze whether the San Diego Fire-Rescue Department's performance measures are appropriate and achievable given the risks, topography and special hazards to be protected in the City of San Diego; and

- Review existing Fire-Rescue Department deployment and staffing models for efficiency and effectiveness and determine how and where alternative deployment and staffing models could be beneficial to address current and projected needs (Citygate 2011).

Prior to this study, the SDFD used the National Fire Protection Association (NFPA) Standard 1710 for the Organization and Deployment of Fire Suppression Operations to determine adequate response times. According to the standards, initial fire suppression resources shall be deployed to provide for the arrival of an engine company within a 4-minute travel time to 90 percent of incidents (NFPA 2010). However, the study concluded that additional fire-rescue resources were needed to meet these service delivery goals. In response, the SDFD adopted the recommendations of the study and set new deployment standards, which differ from those provided in the City's General Plan. The updated deployment standards and fire station planning measures are described below.

**Distribution of Fire Stations**

To treat medical patients and control small fires, the first responding unit should arrive within seven minutes and 30 seconds from the time of the 911 call receipt in fire dispatch. This equates to a one-minute dispatch time, one minute and 30 seconds for company turnout time, and a five-minute drive time in the most populated areas.

**Multiple-Unit Effective Response Force for Serious Emergencies**

To confine fires near the room of origin, to confine wildland fires to fewer than 3 acres when noticed promptly, or to treat up to five medical patients at once, the goal is for a multiple-unit response of at least 17 personnel to arrive within 10 minutes and 30 seconds from the time of the call. This equates to a one-minute dispatch time, a one minute and 30 seconds for company turnout time, and an eight-minute drive time spacing for multiple units in the most populated areas.

**Adopted Fire Station Location Measures**

To direct fire station location timing and crew size planning as the community grows, the adopted fire unit deployment performance measures based on population density zones are listed in Table 5.12-3, *Deployment Measures for San Diego City Growth by Population Density per Square Mile*, below:

**TABLE 5.12-3**
**DEPLOYMENT MEASURES FOR SAN DIEGO CITY GROWTH**
**BY POPULATION DENSITY PER SQUARE MILE**

| | Structure Fire Urban Area >1,000 people/ sq. mi. | Structure Fire Rural Area 1,000 to 500 people/sq. mi. | Structure Fire Remote Area 500 to 50 people/sq. mi. | Wildfires Populated Area Permanent Open Space Areas |
|---|---|---|---|---|
| 1st Due Travel Time | 5 | 12 | 20 | 10 |
| Total Reflex Time | 7.5 | 14.5 | 22.5 | 12.5 |
| 1st Alarm Travel Time | 8 | 16 | 24 | 15 |
| 1st Alarm Total Reflex | 10.5 | 18.5 | 26.5 | 17.5 |

Source: City of San Diego General Plan 2008

## Aggregate Population Definitions

Where more than one square mile is not populated at similar densities, and/or a contiguous area with different zoning types aggregate into a population "cluster," the standards as shown in Table 5.12-4*, Aggregate Population Standards*, guide the determination of response time measures and the need for fire stations.

**TABLE 5.12-4**
**AGGREGATE POPULATION STANDARDS**

| Area | Aggregate Population | First-Due Unit Travel Time Goal |
|---|---|---|
| Metropolitan | >200,000 people | 4 minutes |
| Urban-Suburban | <200,000 people | 5 minutes |
| Rural | 500-1,000 people | 12 minutes |
| Remote | < 500 people | >15 minutes |

Source: City of San Diego General Plan 2008

The average overall response time for Engine 6 is 7 minutes 11 seconds, Engine 30 average response time is 6 minutes 44 seconds, and Engine 29 is 6 minutes 46 seconds (City of San Diego 2015e).

The City's EMS also has ambulances, paramedics, and EMTs who respond to emergency calls. There are four levels of calls. Level 1 is the most serious (e.g., heart attack, shortness of breath), and the closest fire engine and an advance life support ambulance respond to this type of call. The fire crew has to respond within eight minutes of being dispatched pursuant to City requirements, and the ambulance has to respond within 12 minutes for Level 1 (the most serious) calls. A Level 2 call is the next most serious; however, these calls are either reprioritized up to a Level 1 call or down to a Level 3 call. Only the advance life support ambulance responds to Level 2 calls; no fire station staff or equipment are deployed. The response time for a Level 2 call is 12 minutes, the same as for a Level 1 call. For a Level 3 call (e.g., someone having extended flu-like symptoms), either a basic or advance life support ambulance would respond. A basic ambulance is staffed with two EMTs,

whereas an advance life support ambulance is staffed with one paramedic and one EMT. The response time for a Level 3 call is 18 minutes. For a Level 4 call, which is not an emergency (e.g., the patient could have driven themselves to a hospital), a basic ambulance would respond within 18 minutes of being dispatched.

**e. Police Protection**

The SDPD provides police services including patrol, traffic, investigative, records, laboratory, and support services to the City of San Diego (City of San Diego 2008a). The SYCPU area is currently patrolled by Beats 712 and 714 in the Southern Division of the SDPD. Beat 712 covers the majority of the SYCPU area, and Beat 714 covers the border region immediately adjacent to the Port of Entry neighborhood. The Southern Division currently serves a population of 107,631 people, and encompasses a total of approximately 31.5 square miles (City of San Diego 2015f). The Southern Division Police Substation is located approximately 1 mile northwest of the SYCPU area at 1120 27th Street, in the Otay Mesa-Nestor community. Additional resources (such as SWAT, canine units, etc.) respond to the Southern Division as needed. Previously, additional police services for the SYCPU area were provided by the Police Community Relations Office located at 663 East San Ysidro Boulevard. However, the Community Relations Office is no longer in operation.

According to the City of San Diego Fiscal Year 2015 Adopted Budget, the 2014 citywide staffing ratio for sworn police officer to population is 1.5 officers per 1,000 residents (City of San Diego 2015g). The SDPD has personnel on duty and available to respond to calls for service 7 days a week, 24 hours a day. SDPD currently utilizes a multi-level priority dispatch system, with different response-time guidelines for different call types. Calls for service range from level "1 priority," meaning life-threatening/suspicious activity, to level "4 priority" related to non-life-threatening/suspicious activity. Priority E calls, meaning imminent threat to life, receive the highest priority.

As indicated below in Table 5.12-5, *Beats 712 and 714 Call Priority Response Times*, the average response times for Priority E calls for Beats 712 and 714 are below the General Plan response time guidelines for all Call Priority levels. Beat 712 response times are also below the citywide averages, and Beat 714 is below the citywide average in all priorities except for Priority 1 calls.

**TABLE 5.12-5**
**BEATS 712 AND 714 CALL PRIORITY RESPONSE TIMES**

| Call Priority | General Plan Response-Time Guidelines | 2014 Average Response Times (Beat 712) | 2014 Average Response Times (Beat 714) | 2014 Average Response Times (Citywide) |
|---|---|---|---|---|
| Priority E – Imminent threat to life | Within 7 minutes | 5.8 | 6.3 | 6.6 |
| Priority 1 – Serious crimes in progress | Within 12 minutes | 10.1 | 11.8 | 11.7 |
| Priority 2 – Less serious crimes with no threat to life | Within 30 minutes | 23.2 | 25.1 | 27.4 |
| Priority 3 – Reported after a crime has been committed | Within 70 minutes | 61.4 | 49.3 | 68.9 |
| Priority 4 – Parking complaints and lost and found reports | Within 70 minutes | 45.6 | 49.6 | 70.9 |

Sources: San Diego General Plan 2008, SDPD 2015e, pers. comm. Michael Pridemore

### 5.12.1.2 SYHVSP

Several of the SYCPU area's public services and facilities are located within the SYHVSP area. These facilities include Fire Station 29, the San Ysidro Public Library, and the San Ysidro Community Park and Recreation Center. While the SYHVSP area does not encompass any public school sites, Sunset Elementary is located immediately to the west of the village.

### 5.12.1.3 Regulatory Framework

The Public Facilities, Services and Safety (Public Facilities) Element, Recreation Element, and Mobility Element of the City of San Diego's General Plan include policies addressing the public services and facilities discussed in this section. In addition to essential public facilities and services such as Fire-Rescue, Police, Libraries, and Schools, the Public Facilities Element also includes policies that apply to park and recreation facilities and services, with additional guidance from the Recreation Element. The Public Facilities Element also includes a public facilities financing strategy, prioritization guidelines, and policies for new growth to pay its fair-share contribution towards public facility improvements. Relevant policies are included in Table 5.12-6, *General Plan Policies Related to Public Services.*

**TABLE 5.12-6**
**GENERAL PLAN POLICIES RELATED TO PUBLIC SERVICES**

| Policy | Description |
|---|---|
| **Public Facilities, Services and Safety Element** | |
| **Fire-Rescue** | |
| PF-D.1. | Locate, staff, and equip fire stations to meet established response times. Response time objectives are based on national standards. Add 1 minute for turnout time to all response time objectives on all incidents.<br>• Total response time for deployment and arrival of the first-in engine company for fire suppression incidents should be within four minutes 90 percent of the time.<br>• Total response time for deployment and arrival of the full first alarm assignment for fire suppression incidents should be within eight minutes 90 percent of the time.<br>• Total response time for the deployment and arrival of first responder or higher-level capability at emergency medical incidents should be within four minutes 90 percent of the time.<br>• Total response time for deployment and arrival of a unit with advanced life support (ALS) capability at emergency medical incidents, where this service is provided by the City, should be within eight minutes 90 percent of the time. |
| PF-D.2. | Deploy to advanced life support emergency responses EMS personnel including a minimum of two members trained at the emergency medical technician-paramedic level and two members trained at the emergency medical technician-basic level arriving on scene within the established response time as follows:<br>• Total response time for deployment and arrival of EMS first responder with Automatic External Defibrillator (AED) should be within four minutes to 90 percent of the incidents; and<br>• Total response time for deployment and arrival of EMS for providing advanced life support should be within eight minutes to 90 percent of the incidents. |
| PF-D.3. | Adopt, monitor, and maintain service delivery objectives based on time standards for all fire, rescue, emergency response, and lifeguard services. |
| **Police** | |
| PF-D.4. | Provide a 3/4-acre fire station site area and allow room for station expansion with additional considerations:<br>• Consider the inclusion of fire station facilities in villages or development projects as an alternative method to the acreage guideline;<br>• Acquire adjacent sites that would allow for station expansion as opportunities allow; and<br>• Gain greater utility of fire facilities by pursuing joint use opportunities such as community meeting rooms or collocating with police, libraries, or parks where appropriate. |
| PF-D.5. | Maintain service levels to meet the demands of continued growth and development, tourism, and other events requiring fire-rescue services.<br>a. Provide additional response units, and related capital improvements as necessary, whenever the yearly emergency incident volume of a single unit providing coverage for an area increases to the extent that availability of that unit for additional emergency responses and/or nonemergency training and maintenance activities is compromised. An excess of 2,500 responses annually requires analysis to determine the need for additional services or facilities. |

**TABLE 5.12-6**
**GENERAL PLAN POLICIES RELATED TO PUBLIC SERVICES**
**(continued)**

| Policy | Description |
|---|---|
| **Public Facilities, Services and Safety Element (cont.)** | |
| **Police (cont.)** | |
| PF-D.6. | Provide public safety related facilities and services to assure that adequate levels of service are provided to existing and future development. |
| PF-D.7. | Evaluate fire-rescue infrastructure for adherence to public safety standards and sustainable development policies (see also Conservation Element, Section A). |
| PF-D.8. | Invest in technological advances that enhance the City's ability to deliver emergency and fire-rescue services more efficiently and cost-effectively. |
| PF-D.10. | Buffer or incorporate design elements to minimize impacts from fire stations to adjacent sensitive land uses, when feasible. |
| PF-E.1. | Provide a sufficient level of police services to all areas of the City by enforcing the law, investigating crimes, and working with the community to prevent crime. |
| PF-E.2. | Maintain average response time goals as development and population growth occurs.<br>Average response time guidelines are as follows:<br>• Priority E Calls (imminent threat to life) within seven minutes.<br>• Priority 1 Calls (serious crimes in progress) within 12 minutes.<br>• Priority 2 Calls (less serious crimes with no threat to life) within 30 minutes.<br>• Priority 3 Calls (minor crimes/requests that are not urgent) within 90 minutes.<br>• Priority 4 Calls (minor requests for police service) within 90 minutes. |
| PF-E.3. | Buffer or incorporate design elements to minimize impacts from police stations to adjacent sensitive land uses, when feasible. |
| PF-E.4. | Plan for new facilities, including new police substations and other support facilities that will adequately support additional sworn and civilian staff. |
| PF-E.5. | Design and construct new police facilities consistent with sustainable development policies (see also Conservation Element, Section A). |
| PF-E.6. | Monitor how development affects average police response time goals and facilities' needs (see also PF-C.5). |
| PF-E.7. | Maintain service levels to meet demands of continued growth and development, tourism, and other events requiring police services.<br>Analyze the need for additional resources and related capital improvements when total annual police force out-of-service time incrementally increases by 125,000 hours over the baseline of 740,000 in a given year. Out-of-service time is defined as the time it takes a police unit to resolve a call for service after it has been dispatched to an officer. |
| **Libraries** | |
| PF-J.1. | Develop and maintain a central library to adequately support the branch libraries and serve as a major resource library for the region and beyond. |
| PF-J.2. | Design all libraries with a minimum of 15,000 square feet of dedicated library space, with adjustments for community-specific needs. Library design should incorporate public input to address the needs of the intended service area. |
| PF-J.3. | Plan for larger library facilities that can serve multiple communities and accommodate sufficient space to serve the larger service area and maximize operational and capital efficiencies. |
| PF-J.4. | Build new library facilities to meet energy efficiency and environmental requirements consistent with sustainable development policies (see also Conservation Element). |
| PF-J.5. | Plan new library facilities to maximize accessibility to village centers, public transit, or schools. |

**TABLE 5.12-6**
**GENERAL PLAN POLICIES RELATED TO PUBLIC SERVICES**
**(continued)**

| Policy | Description |
|---|---|
| **Public Facilities, Services and Safety Element (cont.)** | |
| **Libraries (cont.)** | |
| PF-J.6. | Design libraries to provide consistent and equitable services as communities grow in order to maintain service levels which consider operational costs and are based on established guidelines. |
| PF-J.7. | Pursue joint use of libraries with other compatible community facilities and services including other City operations. |
| PF-J.8. | Build and maintain a library system that adapts to technological changes, enhances library services, expands access to digital information and the internet, and meets community and library system needs. |
| PF-J.9. | Adopt an equitable method for securing contributions from those agencies and organizations which benefit from the central library's services. |
| **Schools** | |
| PF-K.1. | Assist the school districts and other education authorities in resolving problems arising over the availability of schools and educational facilities in all areas of the City. |
| PF-K.2. | Design schools as community learning centers, recognize them as an integral part of our neighborhoods, and encourage equitable access to quality schools and other educational institutions. |
| PF-K.3. | Consider use of smaller school sites for schools that have smaller enrollments, and/or incorporate space-saving design features (multi-story buildings, underground parking, placement of playgrounds over parking areas or on roofs, etc.). |
| PF-K.4. | Collaborate with school districts and other education authorities in the siting of schools and educational facilities to avoid areas with: fault zones; high-voltage power lines; major underground fuel lines; landslides and flooding susceptibility; high-risk aircraft accident susceptibility; excessive noise (see also Noise Element, Noise Compatibility Guidelines); industrial uses; hazardous material sites, and significant motorized emissions. |
| PF-K.5. | Work with school districts and other education authorities to better utilize land through development of multi-story school buildings and educational facilities. |
| PF-K.6. | Expand and continue joint use of schools with adult education, civic, recreational (see also Recreation Element, Section E) and community programs, and also for public facility opportunities. |
| PF-K.7. | Work with the school districts and other education authorities to develop school and educational facilities that are architecturally designed to reflect the neighborhood and community character, that are pedestrian-and cycling-friendly (see also Mobility Element, Policy ME-A.2), and that are consistent with sustainable development policies (see also Conservation Element, Section A) and urban design policies (see also Urban Design Element, Section A). |
| PF-K.8. | Work with school districts and other education authorities to avoid environmentally protected and sensitive lands in the siting of schools and educational facilities. |
| PF-K.9. | Work with school districts and other education authorities in evaluating best use of underutilized school district and other educational authority facilities and land for possible public acquisition and/or joint-use. |

**TABLE 5.12-6**
**GENERAL PLAN POLICIES RELATED TO PUBLIC SERVICES**
**(continued)**

| Policy | Description |
|---|---|
| **Recreation Element** | |
| **Park and Recreation/Park Planning** | |
| RE-A.2. | Use community plan updates to further refine citywide park and recreation land use policies consistent with the Parks Master Plan.<br>a. In the absence of a Parks Master Plan, utilize community plans to guide park and recreation facilities acquisition and development citywide.<br>b. Coordinate public facilities financing plans with community plan and the Parks Master Plan recommendations to properly fund needed park and recreation facilities throughout the City.<br>c. Identify the location of population-based parks when updating community plans so they are accessible and centrally located to most users, unless a community benefit can be derived by taking advantage of unique opportunities, such as adjacency to open space, park linkages, desirable views, etc. |
| RE-A.3. | Take advantage of recreational opportunities presented by the natural environment, in particular beach/ocean access and open space. |
| RE-A.4. | Consider existing, long-term recreation facilities provided by not-for-profit organizations when establishing priorities for new facilities. |
| RE-A.5. | Improve distribution of the most specialized recreation facilities, such as water play areas, swimming pools, off-leash dog areas, and skate parks. |
| RE-A.6. | Pursue opportunities to develop population-based parks.<br>a. Identify underutilized City lands with potential for use as mini-parks, pocket parks, plazas and community gardens.<br>b. Encourage community participation in development and maintenance of City-owned mini-parks, pocket parks, plazas, and community gardens.<br>c. Pursue acquisition of lands, as they become available, that may be developed as mini-parks, pocket parks or plazas. |
| RE-A.7. | Establish a policy for park design and development which encourages the use of sustainable methods and techniques to address water and energy conservation, green buildings, low maintenance plantings and local environmental conditions, such as soil and climate (see also Conservation Element, Section A). |
| **Park and Recreation/Park Standards** | |
| RE-A.8. | Provide population-based parks at a minimum ratio of 2.8 useable acres per 1,000 residents (see also Parks Guidelines).<br>a. All park types within the Population-based Park Category could satisfy population-based park requirements (see also Table RE-2, Parks Guidelines).<br>b. The allowable amount of useable acres exceeding two percent grade at any given park site would be determined on a case-by-case basis by the City.<br>c. Include military family housing populations when calculating population based park requirements.` |
| RE-A.10. | Encourage private development to include recreation facilities, such as children's play areas, rooftop parks and courts, useable public plazas, and mini parks to supplement population-based parks. (see also Urban Design Policies, UD-B.8 and UD-C.5):<br>a. Consider partial credit for the provision of private recreation facilities when it is clearly identified that the facilities and programs provide a public benefit and are intended to help implement the population-based park guidelines and are bound by easements and agreements that remain in effect |

**TABLE 5.12-6**
**GENERAL PLAN POLICIES RELATED TO PUBLIC SERVICES**
**(continued)**

| Policy | Description |
|---|---|
| **Recreation Element (cont.)** | |
| **Park and Recreation/Park Standards (cont.)** | |
| RE-A.11. | Develop a diverse range of recreation programs that are sensitive to and consider community needs, interests, and financial resources. |
| RE-A.12. | Ensure that appropriate quality and quantity of parks, recreation facilities and infrastructure is provided citywide. |
| RE-A.13. | Designate as a priority, in economically disadvantaged and underserved neighborhoods, the identification of funding sources for acquisition and development of park and recreation facilities. |
| RE-A.14. | Designate as a priority, in economically disadvantaged and underserved neighborhoods, the development of population-based parks and recreation facilities for local youth activities. |
| RE-A.15. | Ensure that adequate funding is identified in public facilities financing plans for the acquisition and development of sufficient land necessary to achieve a minimum ratio of 2.8 useable acres per 1,000 residents or appropriate equivalencies, including any unmet existing/future needs. |
| RE-A.16. | Adopt an ordinance which authorizes implementation of the state Subdivision Map Act/Quimby Act and provides a methodology for collecting land and/or appropriate park fees from new subdivisions for population-based parks and recreation facilities to serve future residents. |
| RE-A.17. | Ensure that all development impact fees and assessments collected for the acquisition and development of population-based parks and recreation facilities be used for appropriate purposes in a timely manner. |
| RE-A.18. | Pursue joint use agreements for recreational facilities on other public agency owned land to help implement the population-based park acreage requirements if they meet the criteria for equivalencies (see also Eligible Population-Based Park Equivalencies). |

Source: City of San Diego General Plan Public Facilities, Services, and Safety Element and Recreation Element 2008.

## 5.12.2 Significance Determination Thresholds

According to the City of San Diego's CEQA Significance Determination Thresholds, a potential significant impact to public services and facilities would occur if implementation of the proposed SYCPU would have:

1. Promote growth patterns that would result in the need for and/or provision of new or physically altered public facilities, the construction of which could cause significant environmental impacts in order to maintain service ratios, response times, or other performance objectives to the following public services: police protection, fire/life safety protection, libraries, parks or other recreational facilities, maintenance of public facilities, including roads, and schools.

## 5.12.3 Issue 1: Public Services

Would the SYCPU or SYHVSP promote growth patterns that would result in the need for and/or provision of new or physically altered public facilities, the construction of which could cause

significant environmental impacts in order to maintain service ratios, response times, or other performance objectives to the following public services?

- Police protection
- Fire/life protection
- Libraries
- Parks/recreational facilities
- Schools

### 5.12.3.1 SYCPU

#### a. Impacts

Additional development resulting from implementation of the proposed SYCPU would increase demand for public services and facilities within the SYCPU area. Significant physical impacts could result if this increased demand necessitates the expansion of existing or construction of new public facilities.

**Police Protection**

The projected population for the SYCPU at build-out under the SYCPU is estimated at ~~38,559~~38,700 residents; the existing population is estimated at 28,008. This increase in population would result in a proportionate increase in demand for police protection services. As shown in Table 5.12-5 above, the average response times for Beat 712 is below both the citywide average and General Plan goals for all types of calls. Beat 714 response times are below citywide average for all calls except for Priority 1, but all are below General Plan guidelines. Police response times in this community could potentially increase with the build-out of under the SYCPU. The citywide staffing ratio for police officers to population is 1.50 sworn officers per 1,000 residents based (City of San Diego 2015). However, the Police Department does not staff individual stations based on the sworn officers per 1,000-population ratio.

The SYCPU contains policies which would enhance police protection in the community. Policy 6.1.4 aims to incorporate a space within the future San Ysidro ITC for police officers. Policy 6.1.1 encourages the provision of law enforcement in accordance with City standards.

**Fire/Life Protection**

The proposed SYCPU would result in increased population within the SYCPU area, thus increasing the demand for fire protection services. No new fire stations are planned for the SYCPU area. However, planned construction of Fire Station No. 49, as identified in the nearby Otay Mesa Community Plan Update, would provide emergency response coverage to the west of end of that SYCPU area. This would minimize some of the burden on the existing fire stations in the SYCPU area, including Fire Station No. 29, which currently serves a portion of the Otay Mesa planning area (City of San Diego 2013)

SYCPU Policy 6.1.1 seeks to provide public services such as fire protection to be in accordance with City standards. Policy 6.1.2 seeks to cluster public facilities together to create active centers and take

advantage of shared uses. A comprehensive update to the IFS is proposed as part of implementation of the SYCPU, which would establish Development Impact Fees (DIFs), which would contribute towards the construction of city fire facilities, as needed. Any expansion construction of this facility or the development of a new facility would be subject to separate environmental review at the time design plans are available.

**Schools**

The increase in population associated with development pursuant to the SYCPU would generate additional school-aged children attending schools which serve the SYCPU area. However, based on the school enrollment and capacity data obtained from the SYSD, SBUSD and the SUHSD, school-aged children associated development in accordance with the SYCPU would not exceed the capacity and school sizing goals for elementary, middle, and high school. Thus, no new schools would be needed to accommodate buildout of the SYCPU area. However, the currently demolished Beyer Elementary school will eventually be redeveloped into a new school facility, which would increase overall student capacity within the district. Additionally, verification from the individual school districts would be required for all future development and payment of school fees will be mandated.

**Libraries**

In addition to the aforementioned General Plan policies regarding libraries, Policy 6.1.1 of the SYCPU would ensure that library services would be provided in accordance with City standards. Policy 6.1.2 aims to cluster public facilities together to create active centers and take advantage of shared uses. SYCPU Policies 6.1.8 and 6.1.9 aim to invest in a new library that serves the community, and to locate the branch within the SYHVSP or within walking distance from the village.

As indicated earlier, the existing library in San Ysidro does not meet the General Plan standard for a library serving the SYCPU area. However, a new, 15,000 square foot library is planned to replace the existing San Ysidro Library building which would provide adequate library service to the community.

**Parks**

As shown in Table 5.12-7, *Existing and Future Population-based Parks and Facilities*, implementation of the SYCPU would result in a population-based park requirement of 108.36 acres, and a recreation center requirement of 26,350 square feet using General Plan guidelines. The SYCPU proposes 32.29 acres of new parks throughout the community. Combined with the 41.63 acres of existing parkland, the total parkland within the SYCPU area under the SYCPU would be 73.92 acres. This would fall short of the 108.36 acres needed to adequately serve the community in accordance with General Plan standards. Thus, a park deficit of 34.44 acres in the community would result from the SYCPU at buildout. Existing recreation centers and aquatic complexes would be adequate to serve buildout of the SYCPU area under the SYCPU.

**TABLE 5.12-7**
**EXISTING AND FUTURE POPULATION-BASED PARKS AND FACILITIES**

| Recreational Facility Type | Existing Useable Space | Existing and Proposed Useable Space | Build-out Useable Space Requirements | Build-out Useable Space Needs |
|---|---|---|---|---|
| Parks | 41.63 acres | 73.92 acres | 108.36 acres[1] | 34.44 acres |
| Recreation Centers | 37,171 sf | 37,171 sf | 26,350 sf[2] | 0 sf |
| Aquatic Complexes | 1 unit | 1 unit | 0.77 units[3] | 0 units |

Sources: City of San Diego 2008a, SYCPU Draft April 2015.
[1] General Plan Guideline: 38,700 people ÷ 1,000 = 38.700 x 2.8 acres = 108.36 acres
[2] General Plan Guideline: 38,700 people ÷ 25,000 = 1.55 x 17,000 sf = 26,350 sf
[3] General Plan Guideline: 38,700 people ÷ 50,000 = 0.77

The San Ysidro community is heavily developed, and vacant land is often not available or is cost-prohibitive. Where existing and proposed park space is not sufficient for the projected population growth, the General Plan allows for the use of park equivalencies, as determined by the community and City staff, through a set of guidelines (see General Plan Table RE-4, "Eligible Population-Based Park Equivalencies"). The SYCPU area is a heavily urbanized community where park equivalencies would be appropriate for satisfying some population-based park needs.

### b. Significance of Impacts

#### Police

Although the San Diego Police Department currently provides adequate service to the SYCPU area, it is difficult to forecast future demand and need for potential future facilities or staffing needs. Any changes to police staffing or facilities would be dependent on division and citywide needs as determined by the Department. The SDPD does not plan future operational needs based on individual projects such as the SYCPU. Thus, no new construction of police facilities which could result in physical changes to the environment would occur as a result of the SYCPU. Consequently, impacts related to police services would be less than significant.

#### Fire

With construction of the planned Fire Station 49, in the adjoining Otay Mesa community, adequate fire protection is expected to be available to meet the needs of future development in accordance with the SYCPU. Thus, no new fire facilities which could result in physical impacts on the environment would occur, and impacts related to fire protection services would be less than significant.

#### Schools

By law, payment of school fees is considered sufficient to avoid significant impacts of new development on schools. In addition, no new school facilities are anticipated to serve the SYCPU area at buildout under the SYCPU. Thus, impacts on schools would be less than significant.

**Libraries**

With the construction of the planned new library, and the existing library in Otay Mesa, adequate library service would exist at buildout under the SYCPU. Thus, no new construction of library facilities which could result in physical changes to the environment would occur as a result of the SYCPU. Consequently, impacts related to library service would be less than significant.

**Parks**

As indicated earlier, the amount of parkland included in the SYCPU would be inadequate to meet the demand at buildout. As a result, the impact on park and recreation facilities associated with development in accordance with the SYCPU would be significant. The use of park equivalencies, as defined in the General Plan, could be appropriate to satisfy the deficit of some population-park needs. This could be done by expanding the programs and hours of operation for existing recreation centers, per the approval of a park equivalency application. However, such measures may not provide enough credits to offset population-based park deficits.

By law, similar to CEQA mitigation measures, a DIF cannot be collected to satisfy existing, or to correct past, infrastructure deficiencies. Therefore, the park projects to be included in the IFS update that satisfy existing deficiencies will require alternative funding sources for implementation. The IFS update includes the derivation and basis for the community's DIF schedule. The DIF may be imposed against a development project in order to finance infrastructure associated with increased demand for public facilities reasonably related to such development. The DIF can be used to provide funding for parks and recreation facilities identified in the IFS, and included in the DIF basis. In instances where it can be determined that proposed park facilities located outside the boundaries of the SYCPU area would serve the residents of the community, such projects may be included in the IFS, and proportional funding for such projects may be included in the DIF basis.

The funding of recreational facilities is an implementation policy in the General Plan. If new parkland or recreational facilities are required as part of a development project, potential environmental effects would be analyzed on a case-by-case basis to ensure that population-based parks are provided for, either through development of park and recreation facilities or payment of the DIF or other appropriate fees. If new parkland or recreational facilities are proposed as part of a development project, potential environmental effects would be analyzed at that time.

Provision of additional parkland to serve the community could result in a physical impact on the environment which could be significant. However, there are no specific plans for additional parks at this time. The construction of new park facilities would be subject to separate environmental review at the time design plans are available. Therefore, at this program-level, the impacts related to the provision of new park and recreation facilities within the SYCPU area would be less than significant.

**c. Mitigation Framework**

Developer fees, such as school impact fees, DIFs, and other appropriate fees would contribute toward mitigating impacts to fire protection, libraries, parks and recreational facilities, and schools. The construction of any new or altered public facilities that may be needed would be subject to environmental review pursuant to CEQA at the time of facility design and approval. Evaluating potential environmental impacts at this time would be speculative as the location and design of

these new facilities is unknown. Therefore, it is anticipated that impacts would be less than significant at the programmatic level, and no mitigation measures are required.

**d. Significance After Mitigation**

Impacts on public services would be less than significant.

### 5.12.3.2 SYHVSP

**a. Impacts**

The SYCPU proposes new public services and facilities within the SYHVSP area. SYCPU Policy 6.1.2 proposes to cluster public facilities such as library, fire station and public space together to take advantage of shared uses. Policy 6.1.9 aims to locate a new library within or near the SYHVSP area. The library, Fire Station 29, and San Ysidro Community Park and Recreation Center are currently located in the SYHVSP area. With the implementation of Policy 6.1.2 and 6.1.9, these facilities would remain, and a new 15,000 square foot library would be built to replace the existing one.

Currently, one park is located within the SYHVSP area. Six new parks are proposed as part of the SYCPU which would increase the number of recreational amenities in the SYHVSP area. The addition of these parks would add a total of 1.97 acres of to the existing 2.9 acres provided by the San Ysidro Community Park.

Police services would be provided by the San Diego Police Department's Southern Division. No police stations would be located in the SYHVSP area. Police presence in the neighborhood would be provided by Beat 712. School services would be provided by SBUSD, SYSD, and SUHSD.

**b. Significance of Impacts**

Growth associated with the SYHVSP would not require the construction of any new police, fire, library, school or park services to service potential needs by future residents of the SYHVSP area. Consequently, impacts related to these public services would be less than significant

**c. Mitigation Framework**

Impacts would be less than significant. No mitigation is required.

**d. Significance After Mitigation**

Impacts on public services would be less than significant.

# 5.13 Public Utilities

## 5.13.1 Existing Conditions

#### 5.13.1.1 SYCPU

**a. Water Supply**

**City of San Diego**

The City of San Diego's PUD provides water services to 1.3 million customers through a water system that serves over 200 square miles of developed land. The SYCPU area is located within this service area. The City's PUD imports up to 90 percent of its water from other areas such as northern California and the Colorado River. To do this, the PUD purchases imported water from the San Diego County Water Authority (Water Authority). The Water Authority was formed for the purpose of purchasing Colorado River water from The Metropolitan Water District of Southern California (MWD) for conveyance to San Diego County.

The City water system consists of a large network of infrastructure connecting residents and businesses to the water supply. The City PUD's water system includes nine surface raw water storage reservoirs, three water treatment plants, 31 treated water storage facilities, approximately 3,200 miles of water transmission and distribution pipelines, and 47 water pump stations. The City runs three water treatment operations, Otay Water Treatment Plant, Alvarado Water Treatment Plant, and Miramar Water Treatment Plant with a total of 298 million gallons per day (mgd) capacity.

The City also runs two recycled water facilities. The North City and South Bay Water Reclamation Plants were built to treat wastewater to a level that would be approved for non-potable uses such as landscape irrigation and manufacturing. These facilities provide water to City residents and businesses, as well as other jurisdictions and water districts.

Established in 1985, the PUD's Water Conservation Program saves over 36,000 acre-feet (AF) of potable water per year. Savings are achieved through the implementation of programs, policies, and ordinances promoting water conservation practices. All residential, commercial, and industrial buildings are required to be certified as having water-conserving plumbing fixtures in accordance with Municipal Code Chapter 14, Article 7, Division 4. The PUD works in collaboration with the MWD and the Water Authority to formulate new conservation initiatives, and annually checks progress toward conservation goals.

The City's 2010 Urban Water Management Plan (UWMP) was implemented to address the City's water system, water supply resources, and historic and projected water use. This Plan was prepared in accordance with the Urban Water Management Act, requiring urban water suppliers to adopt and submit a plan every five years to the California Department of Water Resources. Every urban water supplier providing water for municipal purposes to more than 3,000 connections or supplying more than 3,000 AF of water annually must comply.

The PUD also adopted the Long-Range Water Resources Plan in 2013. This plan provides guidance and input on alternative strategies for meeting San Diego's water needs through 2035 by addressing

concerns such as population growth and water resource diversification. The Plan details existing water supplies, new water supply opportunities, objectives, performance measures, and conclusions and recommendations.

In accordance with the Conservation Element of the City's General Plan (Policy CE-A.11), development projects are required to implement sustainable landscape design and to use recycled water to the maximum extent feasible in development projects to aid in water conservation (City of San Diego 2008a).

**The Metropolitan Water District of Southern California**

The MWD was formed in 1928 to develop, store, and distribute supplemental water in southern California for domestic and municipal purposes. The MWD is a wholesale supplier of water to its member agencies, which includes the Water Authority. It obtains supplies from local sources as well as the Colorado River via the Colorado River Aqueducts, which it owns and operates. It also obtains water supplies via the Sacramento-San Joaquin Delta via the State Water Project. Planning documents such as the Regional Urban Water Management Plan (RUWMP) and Integrated Water Resources Plan (IWRP) help to ensure the reliability of water supplies and the infrastructure necessary to provide water to Southern California.

MWD's IWRP Update was most recently adopted in October 2010, and identifies resources both imported and local that will provide 100 percent reliability for full-service demands once implemented. MWD is in the process of updating the IWRP to understand recent changes in retail demands, water use efficiency, local and imported supplies, and update resource targets. Services demands will be met through the attainment of regional targets set for conservation, local supplies, State Water Project supplies, Colorado River supplies, groundwater banking and water transfers. MWD's 2010 RUWMP, adopted in November 2010, documents the availability of these existing supplies and additional supplies required to meet future demands. It includes the resource targets in the IWRP, and contains an assessment of water supply reliability. The Long-Term Conservation Plan was implemented in July 2011 with the goal to achieve the conservation target in the 2010 IWRP as well as pursuing water efficiency innovations and to transform the public's perception of the value of the regional water supply.

**San Diego County Water Authority**

The San Diego County Water Authority is an independent public agency that serves as the County's regional water wholesaler. As a retail member agency of the Water Authority, the PUD purchases water from the Water Authority for retail distribution within its service area.

The Water Authority's 2010 UWMP was adopted by the Water Authority Board in June 2011 in accordance with state law and the RUWMP. The 2010 Plan contains a water supply reliability assessment that identifies a diverse mix of imported and local supplies necessary to meet demands over the next 25 years in average, single-dry year, and multiple-dry year periods. The UWMP documents that no shortages are anticipated within its service area. The Water Authority also prepares an annual water supply report providing updated documentation on existing and projected water supplies.

### b. Water Distribution

In order to assess the existing water distribution system within the service in the SYCPU area, an assessment was conducted (Atkins 2016). The analysis is summarized below and is included in Appendix L of this PEIR.

The San Ysidro area is serviced by the City's 490 South San Diego (SSD) Pressure Zone. The water supply originates at the City's Otay Water Treatment Plant at Lower Otay Reservoir which is supplied from the SDCWA or local runoff. SSD Pipelines No. 1 and no. 2 (36- to 42-inch parallel transmission mains) deliver water to the SYCPU area.

The City has completed several master planning projects to provide long-term water infrastructure needs to serve the 490 SSD Pressure Zone. In the late 1990s, developers prepared water planning studies addressing the critical need to upsize and replace the SSD pipelines to reliably convey future water supplies. Most of these pipeline upgrades have been completed. The City also plans to replace the aging SSD Reservoir as future development encroaches and impacts the existing facility.

### c. Wastewater Collection, Treatment, and Disposal

In order to assess the existing wastewater service to the SYCPU area, an assessment was conducted (Rick Engineering Company 2016b). The analysis is summarized in this section and included in Appendix M of this PEIR.

The City PUD provides wastewater collection, treatment, and disposal services to the San Diego region, including the SYCPU area, through its Metropolitan Sewerage System. Sewage collected is conveyed through a sewer interceptor, a pump station, a series of force sewer mains, and ultimately discharging at the South Bay Water Reclamation Plant (SBWRP).

Sewer flows generated within the SYCPU area are conveyed to the San Ysidro Sewer Interceptor, which then conveys wastewater to the Grove Avenue Pump Station (GAPS), located northwest of San Ysidro. An existing 42-inch Otay Mesa trunk sewer main flows into San Ysidro at the northeast corner of the San Ysidro community in Otay Mesa Road, north of Beyer Boulevard. Wastewater from the Otay Mesa trunk sewer is then conveyed through a main that varies in size from 10, 12 to 15 inches. This main then discharges into the eastern end of the San Ysidro (trunk sewer) Interceptor, just west of Bolton Hall Road.

The San Ysidro Interceptor currently services the San Ysidro and Cottonwood Road sewer basin areas with its 24 and 30-inch trunk segments located between Bolton Hall Road and Dairy Mart Road, along Calle Primera then running in a westerly direction towards Dairy Mart Road. This Interceptor also serves the Princess Del Sol and Montgomery Palisades sewer basin areas with its 36-inch trunk segments, flowing in a northwesterly direction along Dairy Mart Road, adjacent to Interstate 5, toward the GAPS.

The GAPS collects wastewater generated by the entire San Ysidro community, which is then combined with wastewater from the remainder of the Otay Mesa Community Plan Area via a force sewer main from the Otay River Pump Station (ORPS). The ORPS collects wastewater from the Otay Valley Trunk Sewer from the east, and wastewater from parts of the Nestor and Imperial Beach communities.

Wastewater from the Otay River and GAPS is pumped along Hollister, Sunset, and Dairy Mart Roads to the South Bay Water Reclamation Plant, located outside the SYCPU area at the south end of Dairy Mart Road, near the US/Mexico border. This Plant currently treats more than 15 mgd from parts of the South Bay, producing more than 6 mgd of recycled water. The sludge generated at the SBWRP is ultimately pumped back to the Point Loma Treatment Plant, and the treated effluent piped to the west along the Tijuana River Valley to the ocean outfall.

**d. Storm Water Conveyance**

As discussed in Section 5.10, storm water runoff originating in the SYCPU area is conveyed to the receiving waters in streets, gutters, cross gutters, open channels, and storm drain systems.

The SYCPU area drains into three primary drainage regions which ultimately flow into the Tijuana River. Runoff Southeast Drainage Region is conveyed in a southwesterly direction toward the Tijuana River via a network of existing storm drain systems and existing open channels located along the perimeter of an existing parking lot at the northwest of the U.S./Mexico border entry in the vicinity of Virginia Avenue and Louisiana Street.

Runoff from the Central Drainage Region is conveyed via a network of existing storm drain systems and open channels in a westerly direction towards the Old Tijuana River Channel (a tributary channel of the Tijuana River). The Central Drainage Region contains approximately six ~~major outfalls~~local discharge locations within its drainage boundary.

Runoff from the Northwest Drainage Region is conveyed via existing storm drain systems in a southwesterly direction towards an existing open channel south of I-5. The channel travels in a westerly direction off-site, and eventually ~~confluences with~~flows into the Tijuana River. Storm water runoff from the remaining portion of the Northwest Drainage Region travels in a northwesterly direction, and discharges to another open channel that eventually ~~confluences with~~ flows into the aforementioned existing channel that travels westerly and confluences with the Tijuana River. The Northwest Drainage Region contains two ~~major outfalls~~local discharge locations.

**e. Solid Waste Management**

The City provides collection service to some residential developments on public streets pursuant to the People's Ordinance (Municipal Code Section 66.0127). Waste generators that do not qualify for City service contract directly with one of the hauling companies franchised by the City to provide collection service.

Recyclable materials are taken to any of several materials recovery facilities. Green waste and food waste are taken to an organic material processing facility such as the Greenery operated by the City at the Miramar Landfill. The Miramar Landfill also accepts solid waste for disposal. Republic Services, locally known as Allied, also operates a landfill located within the City of San Diego, Sycamore Sanitary Landfill, and the Otay Landfill, situated on unincorporated land within Chula Vista.

According to their respective Solid Waste Facility Permits, Otay Mesa Landfill is projected to close in 2028, and Sycamore Landfill is projected to close in 2042 (CalRecycle 2015). Miramar Landfill is projected to close in 2030 (Wood, Personal communication, 2016). The Miramar Landfill is permitted

to receive a maximum of 8,000 tons per day. The Sycamore Landfill is permitted to receive a maximum of 5,000 tons per day. The Otay Landfill is permitted to receive 5,830 tons per day.

The California Legislature passed AB 939 to address landfill capacity and solid waste concerns in 1989. The Integrated Waste Management Act mandated that all cities reduce waste disposed in landfills from generators within their borders by 50 percent by the year 2000. The law also required local governments to prepare Source Reduction and Recycling Elements detailing how these reductions would be achieved. In 2011, the State enacted AB 341 which established a policy goal for California of 75 percent recycling, composting, or source reduction of solid waste by 2020. In July 2012, the City updated the Recycling Ordinance to lower the exemption threshold for required recycling, thereby requiring all privately serviced businesses, commercial/institutional facilities, apartments, and condominiums generating four or more cubic yards of trash per week to recycle. The City is currently at a 67 percent diversion rate (City of San Diego 2015h).

Pursuant to the City's Significance Determination Thresholds, any land development project that may generate approximately 60 tons of waste or more during construction and/or operation is required to prepare a project-specific Waste Management Plan (WMP) to address disposal of waste generated during shot-term project construction and long-term post-construction operation. The WMP is required to identify how the project would reduce waste and achieve target reduction goals.

#### f. Electricity and Natural Gas

As discussed in Section 5.14, electricity and natural gas for the SYCPU area are provided by SDG&E. See Section 5.14 for additional information regarding electrical service.

#### g. Communications

Communications systems for telephone, computers, and cable television are serviced by utility providers such as AT&T, Time Warner Cable, Cox, and other independent cable companies. Facilities are located above and below ground within private easements. In recent years, the City has initiated programs to promote economic development through the development of high-tech infrastructure and integrated information systems. The City also works with service providers to underground overhead wires, cables, conductors, and other overhead structures associated with communication systems in residential areas in accordance with proposed development projects. Individual projects consisting of more than four lots are subject to San Diego Municipal Code Section 144.0240, which requires privately owned utility systems and service facilities to be placed underground.

### 5.13.1.2 SYHVSP

#### a. Water Supply

As with the SYCPU area, the SYHVSP area is located within the service area of the City's PUD and utilizes the same water supply infrastructure and facilities. All programs and plans from the City's PUD, MWD, and San Diego County Water Authority that are applicable to the SYCPU area are also applicable to the SYHVSP area.

**b. Water Distribution**

Like the SYCPU area, the SYHVSP area is serviced by the City's 490 SSD Pressure Zone. The water supply originates at the City's Otay Water Treatment Plant at Lower Otay Reservoir and is delivered from SSD Pipelines No. 1 and no. 2 (36- to 42-inch parallel transmission mains).

**c. Wastewater Collection, Treatment, and Disposal**

Because the SYHVSP area is located within the SYCPU area, sewage collection and conveyance is similar to the SYCPU area discussion above. The City PUD provides wastewater collection, treatment, and disposal services to the San Diego region through its Metropolitan Sewerage System. The SYHVSP area is located within the Cottonwood Road and San Ysidro Sewer Basins. Sewer flows generated within the SYCPU area are conveyed to the San Ysidro Sewer Interceptor, which then conveys wastewater to the GAPS, located northwest of San Ysidro.

**d. Storm Water Conveyance**

Because the SYHVSP area is located within the SYCPU area, storm water conveyance is similar to the SYCPU area discussion above. As discussed in Section 5.10, storm water runoff originating in the SYHVSP area is conveyed to the receiving waters in streets, gutters, cross gutters, open channels, and storm drain systems.

The SYHVSP area shares similar hydrological and drainage patterns as the Central Drainage Region. Runoff from the Central Drainage Region is conveyed via a network of existing storm drain systems and open channels in a westerly direction towards the Old Tijuana River Channel (a tributary channel of the Tijuana River). The Central Drainage Region contains approximately six major outfalls within its drainage boundary.

**e. Solid Waste Disposal**

Because the SYHVSP area is located within the SYCPU area, solid waste collection and disposal would not differ from the SYCPU discussion above.

**f. Electricity and Natural Gas**

As discussed in Section 5.14, electricity and natural gas for the SYHVSP area are provided by SDG&E. See Section 5.14 for additional information regarding electrical service.

**g. Communications**

Because the SYHVSP area is located within the SYCPU area, communications services and infrastructure would not differ from the SYCPU discussion above.

### 5.13.1.3 Regulatory Framework

**Water Supply Assessment and Verification**

SB 221 and SB 610 went into effect January 2002 with the intention of linking water supply availability to land use planning by cities and counties. SB 610 requires water suppliers to prepare a

Water Supply Assessment (WSA) report for inclusion by land use agencies during the CEQA process for new developments subject to SB 221. SB 221 requires water supplier to prepare written verification that sufficient water supplies are planned to be available prior to approval of large-scale subdivision of land under the State Subdivision Map Act. Large-scale projects include residential development of more than 500 units, shopping centers or businesses employing more than 1,000 people, shopping centers or businesses having more than 500,000 square feet of floor space, commercial office buildings employing more than 1,000 people, and/or commercial buildings having more than 250,000 square feet of floor space or occupying more than 40 acres of land.

## 5.13.2 Significance Determination Thresholds

According to the City of San Diego's CEQA Significance Determination Thresholds, a significant impact to public utilities would occur if the proposed SYCPU would:

1. Result in the use of excessive amounts of water beyond projected available supplies;

2. Promote growth patterns resulting in the need for and/or provision of new or physically altered utilities, the construction of which could cause significant environmental impacts in order to maintain service ratios, or other performance objectives;

3. Result in impacts to solid waste management, including the need for construction of new solid waste management facilities; or result in a land use plan that would not promote the achievement of a 75 percent target for waste diversion and recycling as specified under AB 341; or

4. Result in the use of excessive amounts of electrical power, fuel, or other forms of energy.

## 5.13.3 Issue 1: Water Supply

Would the proposed SYCPU or SYHVSP result in the use of excessive amounts of water beyond projected available supplies?

#### 5.13.3.1 SYCPU

**a. Impacts**

The PUD prepared a WSA report for the proposed SYCPU (City of San Diego 2015j), which is included as Appendix K to this PEIR. The WSA identified the proposed water demand associated with development pursuant to the proposed SYCPU, and then evaluated ability of projected water supply over the next 20 years to meet the estimated demand during a normal, single-dry year, and multiple-dry years.

As demonstrated in Table 3-1 of the WSA, using the City's 2010 UWMP, there is sufficient water planned to supply the proposed SYCPU's estimated annual average demand. The estimated annual water usage for the proposed SYCPU was calculated as 2,873 acre-feet per year (AFY). Per the City's 2010 UWMP, the planned water demand of the currently Adopted San Ysidro Community Plan is 3,054 AFY. As a result the water demand of the SYCPU would result in no unforeseen demands.

In summary, the WSA concluded that the proposed SYCPU is consistent with the water demands assumptions included in the regional water resource planning documents of the Water Authority and MWD. Current and future water supplies, as well as the actions necessary to develop these supplies, have been identified in the water resources planning documents of the PUD, the Water Authority, and MWD to serve the projected demands of the proposed SYCPU area, in addition to existing and planned future water demand of the PUD.

**b. Significance of Impacts**

Based on the findings of the WSA, there is sufficient water supply to serve existing and projected demands of the SYCPU, and future water demands within the PUD's service area in normal and dry year forecasts during a 20-year projection. Therefore, impacts of the proposed SYCPU on water supply would be less than significant.

**c. Mitigation Framework**

Impacts would be less than significant, no mitigation is required.

**d. Significance After Mitigation**

Impacts would be less than significant.

### 5.13.3.2 SYHVSP

**a. Impacts**

As discussed above, the PUD prepared a WSA report for the proposed SYCPU (City of San Diego 2015j), which is included as Appendix K to this PEIR. Because the SYHVSP area is contained within the SYCPU area, the WSA's conclusions are applicable to the SYHVSP. The WSA concluded that the proposed SYCPU is consistent with the water demands assumptions included in the regional water resource planning documents of the Water Authority and MWD. Current and future water supplies, as well as the actions necessary to develop these supplies, have been identified in the water resources planning documents of the PUD, the Water Authority, and MWD to serve the projected demands of the proposed SYCPU area, in addition to existing and planned future water demand of the PUD.

**b. Significance of Impacts**

Based on the findings of the WSA, there is sufficient water supply to serve existing and projected demands of the SYHVSP, and future water demands within the PUD's service area in normal and dry year forecasts during a 20-year projection. Therefore, impacts of the proposed SYHVSP on water supply would be less than significant.

**c. Mitigation Framework**

Impacts would be less than significant, no mitigation is required.

**d. Significance After Mitigation**

Impacts would be less than significant.

## 5.13.4 Issue 2: Utilities

Would the proposed SYCPU or SYHVSP promote growth patterns resulting in the need for and/or provision of new or physically altered utilities the construction of which could cause significant environmental impacts in order to maintain service ratios, or other performance objectives?

### 5.13.4.1 SYCPU

**a. Impacts**

The City's General Plan calls for future growth to be focused into mixed-use activity centers linked to the regional transit system. Implementation of the proposed SYCPU would result in infill, redevelopment, and an increase in population within selected areas as stated in the proposed SYCPU. The City's existing built areas are currently served by storm water, wastewater and water infrastructure as well as various communications systems. However, some infrastructure such as aging pipelines are in need of replacement. The San Ysidro community's existing infrastructure deficiencies would require capacity improvements and replacement schemes to serve the existing and projected population. The following analysis details the significance of impacts under CEQA for each applicable utility.

**Water Distribution**

According to the Programmatic Water Summary for the SYCPU EIR in Appendix L, no major capacity upgrades are anticipated to be needed to meet the ultimate demand because of the available pressures and well-looped piping network. As local projects move forward, focused site specific studies would be required to address water service, including meeting any new fire flow requirements. Asbestos Cement (AC) pipelines in many areas of the City, are aging and in need of replacement over the next 10 to 20 years. A large portion of the existing water system in San Ysidro consists of AC pipelines. Therefore, as the SYCPU area is further developed, the City may determine, and assist in, funding pipeline replacement projects, concurrent with roadway improvements, to enhance the service reliability of the water system.

**Wastewater Collection, Treatment, and Disposal,**

As indicated earlier, the City's wastewater infrastructure is constantly in need of continued upgrade and replacement to maintain the system. Planned improvements to existing facilities would increase City wastewater treatment capacity to serve an estimated population of nearly 3 million through the year 2050 when nearly 340 MGD of wastewater are anticipated to be generated. Section 7.1 of the SYCPU acknowledges that water and sewer system improvements have been ongoing. SYCPU Policy 6.1.21 addresses the need to provide systematic improvements and gradual replacement of water, sewer, and storm water facilities throughout the community. As individual development projects are initiated under the SYCPU, localized improvements to the storm drain system would be required as part of the project design and review.

As indicated in Appendix M, the wastewater collection system in the SYCPU area will require upgrading. Approximately 7,300 feet of existing 24- and 30-inch trunk sewer between Bolton Hall Road and Dairy Mart Road, and approximately 10,800 feet of existing 36-inch trunk sewer between Dairy Mart Road and the GAPS have been identified by PUD as requiring potential upgrades. Portions of these trunk sewer segments have been identified by PUD as being deficient and may require replacement between the years 2022 and 2030.

**Storm Water Conveyance**

Because the SYCPU area is highly impervious, the volume or rates of runoff are not likely to be increased by new development. It is more likely that the volume and rate of runoff could be slightly decreased due to storm water quality regulations which require implementation of LID practices that retain a portion of storm water on-site for infiltration, re-use, or evaporation.

On a local "on-site" level, adherence to the requirements of the City of San Diego's Drainage Design Manual and Storm Water Standards Manual which require installation of LID practices such as bioretention (biofiltration) areas, cisterns, and/or rain barrels can be expected to improve surface drainage conditions, or at a minimum, to not exacerbate flooding or cause erosion.

In addition, the proposed SYCPU contains goals and policies to improve drainage patterns and decrease surface runoff. Policy 6.1.27 of the Public Facilities, Service, and Safety Element encourages the identification of suitable sites to be used as community-wide storm water retention areas. The Conservation Element of the SYCPU notes that advances in urban runoff management practices now give more consideration to the small runoff quantities that have an erosive effect on local streams, due to the longer duration and greater frequency of occurrence. Policies 8.7.1 through 8.7.8 address various aspects of storm water management, including guidance to manage storm water using LID principles for development proposals, and include the most current restrictions/allowances for sustainable development and environmental maintenance (Policy 8.7.1); and include LID practices, such as bioretention, porous paving, and green roofs, early in the development process to find compatibilities with other goals (Policy 8.7.4). These policies support the installation of infrastructure to capture and minimize storm water runoff.

**Communications**

The existing communication services are expected to be able to serve future development within the SYCPU area without major physical improvements.

**b. Significance of Impacts**

As stated above, systematic improvements to water, wastewater, and storm water facilities throughout the SYCPU area are expected to be provided as gradual replacement of aging and substandard infrastructure is needed. Upgrades such as increasing the sizing and replacement of existing water sewer, and storm water pipelines and mains are an ongoing process. Upgrades to water and sewer are administered by the PUD, and are handled on a project-by-project basis. Upgrades to storm water facilities are administered by the City's Transportation and Storm Water Department (T&SWD). The necessary infrastructure improvements would be standard practice for new development to maintain the existing system. Therefore, impacts to water, sewer, and storm water utilities would be less than significant.

Given that utility providers have the capacity to serve the SYCPU area, impacts would be less than significant.

**c. Mitigation Framework**

Impacts on water, wastewater, and storm water facilities would be less than significant, no mitigation is required.

**d. Significance After Mitigation**

Impacts on water, wastewater, and storm water facilities would be less than significant.

#### 5.13.4.2 SYHVSP

**a. Impacts**

Impacts from the SYHVSP regarding the promotion of growth patterns resulting in the need for new or physically altered utilities would be similar to the SYCPU discussion above. Implementation of the proposed SYHVSP would result in infill, redevelopment, and an increase in population within the SYHVSP area. Like the SYCPU area, existing infrastructure deficiencies would require capacity improvements and replacement schemes to serve the existing and projected population. See the analysis in the SYCPU section above for the significance of impacts under CEQA for each applicable utility.

**b. Significance of Impacts**

Like the SYCPU area, systematic improvements to water, wastewater, and storm water facilities throughout the SYHVSP area are expected to be provided as gradual replacement of aging and substandard infrastructure is needed. The necessary infrastructure improvements would be standard practice for new development to maintain the existing system. Therefore, impacts to water, wastewater, and storm water utilities would be less than significant.

Given that private utility companies have the capacity to serve the SYCPU area, impacts would be less than significant.

**c. Mitigation Framework**

Impacts on water, wastewater, and storm water facilities would be less than significant, no mitigation is required.

**d. Significance After Mitigation**

Impacts on water, wastewater, and storm water facilities would be less than significant.

## 5.13.5 Issue 3: Solid Waste and Recycling

Would the proposed SYCPU or SYHVSP result in impacts to solid waste management, including the need for construction of new solid waste management facilities; or result in a land use plan that would not promote the achievement of a 75 percent target for waste diversion and recycling as specified in the City's Climate Action Plan, Zero Waste Plan, and also in the State's Public Resources Code?

### 5.13.5.1 SYCPU

#### a. Impacts

The City of San Diego has adopted a number of ordinances and regulations to reduce waste. The Recycling Ordinance requires facilities generating four cubic yards per week to provide recycling services to the facility. Additional changes to this ordinance will be required to comply with State requirements under AB 1826. Development projects that would result from implementation of the proposed SYCPU must comply with City ordinances, in addition to the Recycling Ordinance, include the Refuse and Recyclable Materials Storage Regulations, and the Construction and Demolition (C&D) Debris Deposit Ordinance. Projections indicate diversion rates achieved through compliance with these ordinances achieves less than 40 percent diversion, which falls short of the 75 percent diversion target. Discretionary projects which have the potential to generate 60 tons or more of solid waste would be required to prepare a WMP.

Projects that would typically exceed this threshold include the construction, demolition, and/or renovation of 40,000 sf or more of building space. It is anticipated that the solid waste disposal needs of future residents and businesses would increase as a result of implementation of the SYCPU. Any future developments allowed under the SYCPU would be evaluated on a project-specific basis for potential impacts to solid waste facilities.

#### b. Significance of Impacts

It is anticipated that implementation of the SYCPU would increase the solid waste management needs of future residents and businesses. However, due to the programmatic nature of the SYCPU, the size, location, and type of specific developments are not known at this time. Any future development projects that would result from implementation of the SYCPU must comply with the Municipal Code. In addition, any future discretionary development exceeding the 60-ton threshold must prepare a waste management plan targeting 75 percent waste reduction.

#### c. Mitigation Framework

Impacts to solid waste facilities would be less than significant, no mitigation is required.

#### d. Significance After Mitigation

Impacts on solid waste facilities would be less than significant.

### 5.13.5.2 SYHVSP

#### a. Impacts

Impacts from the SYHVSP regarding solid waste management would be similar to the SYCPU discussion above. Like the SYCPU area, it is anticipated that the solid waste management needs of future residents and businesses would increase as a result of implementation of the SYHVSP. Any future discretionary developments exceeding the 60-ton threshold would develop a Waste Management Plan targeting 75 percent waste reduction.

**b. Significance of Impacts**

It is anticipated that implementation of the SYHVSP would increase the solid waste management needs of future residents and businesses. However, due to the programmatic nature of the SYHVSP, the size, location, and type of specific developments are not known at this time. Any future development would have to comply with the Municipal Code. In addition, any future discretionary development in the SYHVSP area exceeding the 60-ton threshold would develop a Waste Management Plan targeting 75 percent waste reduction.

**c. Mitigation Framework**

Impacts would be less than significant, no mitigation is required.

**d. Significance After Mitigation**

Impacts on solid waste facilities would be less than significant.

## 5.13.6 Issue 4: Energy

Would the proposed SYCPU or SYHVSP result in the use of excessive amounts of electrical power, fuel or other forms of energy?

As discussed in Section 5.14, *Energy Conservation*, development pursuant to the SYCPU or the SYHVSP would not result in the use of excessive amounts of fuel or other forms of energy during the construction of future projects under the SYCPU. Thus, short-term energy impacts would be less than significant. Similarly, energy conservation measures required by applicable energy conservation regulations (e.g., the California Green Building Code) and energy conservation policies included in the SYCPU would avoid excessive energy consumption from operations associated with future development pursuant to the SYCPU or the SYHVSP. Thus, long-term operational energy impacts would be less than significant.

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# 5.14 Energy Conservation

The analysis of energy conservation consists of a summary of the energy regulatory framework, the existing conditions within the SYCPU area, a discussion of the SYCPU's potential impacts on energy resources, and identification of the SYCPU design features/policy framework or mitigation measures that may reduce energy consumption. This section evaluates potential impacts to energy conservation in accordance with Appendix F of the CEQA Guidelines and federal, state, and regional regulations.

## 5.14.1 Existing Conditions

### 5.14.1.1 SYCPU

#### a. San Diego Gas and Electric

SDG&E provides electricity and natural gas to the San Ysidro Community Plan area. SDG&E is regulated by the California Public Utilities Commission (CPUC), which is responsible for making sure that California utilities' customers have safe and reliable utility service at reasonable rates and sets the gas and electricity rates for SDG&E.

Table 5.14-1, *SDG&E 2013 Power Mix*, lists SDG&E's current energy sources. As shown, SDG&E uses biomass, geothermal, hydroelectric, solar, and wind sources, and obtained 10 percent of its energy from renewable resources in 2009. As directed by the California Renewables Portfolio Standard in Senate Bill 1078, SDG&E and other statewide energy utility providers are targeted to achieve a 33 percent renewable energy mix by 2020. Currently, nearly 11 percent of SDG&E's renewables procurement is from resources located in San Diego County. The remainder is from renewable energy sources located in Riverside, Orange, and Kern counties (SDG&E 2014).

**TABLE 5.14-1**
**SDG&E 2013 POWER MIX**

| Energy Source | Power Mix[1] (%) |
|---|---|
| Renewables | 24 |
| Biomass & waste | 3 |
| Geothermal | 2 |
| Solar | 4 |
| Wind | 15 |
| Coal | 3 |
| Natural Gas | 67 |
| Unspecified | 6 |

Source: SDG&E 2014
[1] Based on 2013 data

SDG&E supplies customers with electricity generated both locally and outside of the utility's service territory, with local facilities currently capable of generating a total of approximately 3,100 megawatts (MW) of power. SDG&E owns and contracts with generation facilities both within and outside the service territory, and power is also produced in local facilities that are non-utility

owned. Local generation is important for local power supply needs due to the voltage support it provides that keeps the electric system running smoothly.

### 5.14.1.2 SYHVSP

As the SYHVSP area is located within the SYCPU area, the energy service provider described above also applies to the SYHVSP area.

### 5.14.1.3 Regulatory Framework

The following regulations and guidelines provide the framework for energy conservation. According to the majority of these programs and their requirements, the increased and growing demands for non-renewable energy supplies are best addressed through conservation.

Federal and state agencies regulate energy use and consumption through various means and programs. On the federal level, the USDOT, the U.S. Department of Energy (DOE), and the USEPA are three federal agencies with substantial influence over energy policies and programs. Generally, federal agencies influence and regulate transportation energy consumption through establishment and enforcement of fuel economy standards for automobiles and light trucks, through funding of energy-related research and development projects, and through funding for transportation infrastructure improvements.

On the state level, the CPUC and CEC are two agencies with authority over different aspects of energy. The CPUC regulates privately owned utilities in the energy, rail, telecommunications, and water fields. The CEC collects and analyzes energy-related data, prepares statewide energy policy recommendations and plans, promotes and funds energy efficiency programs, has permitting authority, and adopts and enforces appliance and building energy efficiency standards.

#### a. Federal

**Federal Energy Policy and Conservation Act and Amendments**

Minimum standards of energy efficiency for many major appliances were established by the U.S. Congress in the federal Energy Policy and Conservation Act (EPCA) of 1975, and have been subsequently amended by succeeding energy legislation, including the federal Energy Policy Act of 2005. The DOE is required to set appliance efficiency standards at levels that achieve the maximum improvement in energy efficiency that is technologically feasible and economically justified.

**Corporate Average Fuel Economy Standards**

The federal CAFE standard determines the fuel efficiency of certain vehicle classes in the United States. In 2007, as part of the Energy and Security Act of 2007, CAFE standards were increased for new light-duty vehicles to 35 mpg by 2020. In May 2009, President Obama announced further plans to increase CAFE standards to require light duty vehicles to meet an average fuel economy of 35.5 mpg by 2016. With improved gas mileage, fewer gallons of transportation fuel would be combusted to travel the same distance, thereby reducing nationwide GHG emissions associated with vehicle travel.

### Energy Independence and Security Act of 2007

The Energy Independence and Security Act of 2007 established new standards for a few equipment types not already subjected to a standard, and updated some existing standards. The Energy Independence and Security Act includes new standards for general service lighting, which will be deployed in two phases. First, between 2012 to 2014 (phased over several years), common light bulbs will be required to use about 20–30 percent less energy than present incandescent bulbs. Second, by 2020, light bulbs must consume 60 percent less energy than today's bulb; this requirement will effectively phase out the incandescent light bulb.

## b. State

### State Standards Addressing Vehicular Emissions

AB 1493 (Pavley) requires that CARB develop and adopt regulations that achieve "the maximum feasible reduction of GHGs emitted by passenger vehicles and light-duty truck and other vehicles determined by CARB to be vehicles whose primary use is noncommercial personal transportation in the State". On September 24, 2009, CARB adopted amendments to the Pavley regulations that intend to reduce GHG emissions in new passenger vehicles from 2009 through 2016. The amendments bind California's enforcement of AB 1493 (starting in 2009), while providing vehicle manufacturers with new compliance flexibility. The amendments also prepare California to merge its rules with the federal CAFE rules for passenger vehicles (CARB 2013a). In January 2012, CARB approved a new emissions-control program for model years 2017 through 2025. The program combines the control of smog, soot, and global warming gases and requirements for greater numbers of zero-emission vehicles into a single packet of standards called Advanced Clean Cars (CARB 2013a).

### California Code of Regulations Title 24, Part 6 California Energy Code

All new construction in California must meet Title 24 energy standards (CEC 2015). Title 24, which provides energy efficiency standards for residential and nonresidential buildings, was established in 1978 in response to a legislative mandate to reduce California's energy consumption. The standards are updated periodically to incorporate new energy efficiency technologies and methods. For example, the current Title 24 standards achieve a minimum 15 percent reduction in the combined space heating, cooling, and water heating energy compared to the previous 2005 Title 24 energy standards.

### California Code of Regulations Title 24, Part 11 California Green Building Code

The California Green Building Standards Code, referred to as CALGreen, was added to Title 24 as Part 11 in 2009, and became effective January 1, 2011. This code institutes mandatory minimum environmental performance standards that include the same energy efficiency requirements as Part 6 of Title 24, with optional Tier I and II standards for even greater energy efficiency. The code also mandates a 20 percent reduction in indoor water use, with voluntary goals and incentives for projects achieving 30 percent and over reduction. Because the provision of water involves large amounts of energy consumption, reduced water consumption would result in reduced energy demand.

**Energy Action Plan**

The state Energy Action Plan (2003, updated in 2008) was approved by the CPUC, the CEC, and the California Power Authority. The goal of the Energy Action Plan is to ensure that adequate, reliable, and reasonably priced electrical power and natural gas supplies, including prudent reserves, are achieved and provided through policies, strategies, and actions that are cost-effective and environmentally sound for California's consumers and taxpayers (State of California 2008).

**c. Regional**

**SDG&E Long-term Resource Plan**

In 2004, SDG&E filed a long-term energy resource plan (LTRP) with the CPUC, which identifies how it will meet the future energy needs of customers in SDG&E's service area. The LTRP identifies several energy demand reduction (i.e., conservation) targets, as well as goals for increasing renewable energy supplies, new local power generation, and increased transmission capacity.

Consistent with Senate Bill 1078, the goals for increased renewable energy supplies in the 2004 LTRP call for acquiring 20 percent of SDG&E's energy mix from renewables by 2010 and 33 percent by 2020. This bill requires the state's three investor-owned utilities, including SDG&E, to increase their purchases of power generated from renewable resources in order to reduce reliance on fossil fuels and to reduce GHG emissions.

The LTRP also calls for greater use of in-region energy supplies, including renewable energy installations. By 2020, the LTRP states that SDG&E intends to achieve and maintain the capacity to generate 75 percent of summer peak demand with in-county generation. The LTRP also identifies the procurement of 44 percent of its renewables to be generated and distributed in-region by 2020.

## 5.14.2 Significance Determination Thresholds

Section 15126.4 (a)(1) of the CEQA Guidelines states that an EIR shall describe feasible measures which could minimize significant adverse impacts, including, where relevant, the inefficient and unnecessary consumption of energy.

CEQA Guidelines, Appendix F, Energy Conservation, provides guidance for EIRs regarding potential energy impacts of proposed projects, with particular emphasis on avoiding or reducing the inefficient, wasteful, and unnecessary consumption of energy. The Resources Agency amended Appendix F to make it clear that an energy analysis is mandatory. However, the Resources Agency also clarified that the energy analysis is limited to effects that are applicable to the project (Resources Agency 2009). Furthermore, Appendix F is not described as a threshold for determining the significance of impacts. Appendix F merely seeks inclusion of information in the EIR to the extent relative and applicable to the project.

Based on the City's Significance Determination Thresholds for the purpose of this PEIR, impacts to energy resources would be significant if the SYCPU would:

1. Result in the use of excessive amounts of electric power, fuel, or other forms of energy (e.g., natural gas, oil) during its construction or long-term operation.

## 5.14.3 Issue 1: Energy

Would the proposed SYCPU or SYHVSP result in the use of excessive amounts of electricity or fuel and other forms of energy (e.g., natural gas, oil)?

#### 5.14.3.1 SYCPU

**a. Impacts**

Because the proposed action is the adoption of a plan, and does not specifically address any particular development project(s), impacts to energy resources are addressed generally, based on projected buildout of the SYCPU. Implementation of the SYCPU has the potential to result in impacts to energy supply due to the development that is anticipated to occur in response to projected population growth. Depending on the types of future uses, impacts would need to be addressed in detail at the time specific projects are proposed. At a minimum, future projects implemented in accordance with the SYCPU would be required to meet the mandatory energy standards of the current California energy code (Title 24 Building Energy Standards of the California Public Resources Code).

Energy resources would be consumed during construction of future development in conformance with the SYCPU. Energy also would be consumed to provide operational lighting, heating, cooling, and transportation for future development.

**Construction-Related Energy Consumption**

Grading and construction activities consume energy through the operation of heavy off-road equipment, trucks and worker traffic. At the program-level, it is too speculative to quantify total construction-related energy consumption of future development, either in total or by fuel type. The majority of energy to be used in conjunction with construction activities would be supplied by SDG&E.

In compliance with the City's Thresholds of Significance, future discretionary projects exceeding the 60-ton solid waste threshold would be required to develop waste management plans targeting at least 75 percent waste reduction.

Even though exact details of the projects implemented in accordance with the SYCPU are not known at this time, there are no conditions in the SYCPU area that would require non-standard equipment or construction practices that would increase fuel-energy consumption above typical rates. Therefore, development pursuant to the SYCPU would not result in the use of excessive amounts of fuel or other forms of energy during the construction of future projects under the SYCPU.

**Long-Term Operational-Related Energy Consumption**

CalEEMod was used to estimate energy use for residential and non-residential uses, basing consumption on number of residential units and non-residential square footage expected with buildout in accordance with the SYCPU. Table 5.14-2, *Estimated Energy Consumption*, shows the estimated energy consumption in terms of natural gas and electricity, compared to the existing

condition. As would be expected, buildout of the SYCPU would result in more natural gas and electricity consumption when compared to the existing condition.

**TABLE 5.14-2**
**ESTIMATED ENERGY CONSUMPTION**

| Land Use Plan | Natural Gas (annual kBTU) | Electricity (annual kWh) |
|---|---|---|
| Existing | 276,898,351 | 121,712,013 |
| SYCPU | 302,233,907 | 151,031,503 |

Source: Greenhouse Gas Technical Report HELIX 2015 (Appendix D of this PEIR)
kBTU = thousand British thermal units and kWh = kilowatt hour

At a minimum, future development under the SYCPU would be required to meet the mandatory energy standards of the current California energy code (Title 24 Building Energy Standards of the California Public Resources Code). Some efficiencies associated with the Energy Standards under Title 24 include the building heating, ventilating, and air conditioning (HVAC) mechanical system, water heating system, and lighting system. Additionally, rebate and incentive programs that promote the installation and use of energy efficient plug-in appliances and lighting would be available, but not covered under Title 24.

Future development would be required to comply with the SYCPU Conservation Element which contains a list of Sustainable Development Policies that focus on designing new development to have a climate, energy efficient, and environmentally oriented site design including:

**8.1.1** Implement applicable General Plan sustainable development resource management goals and policies, as discussed in its Conservation Element and the Urban Design Element.

**8.1.4** Encourage the use of solar energy systems to supplement or replace traditional building energy systems.

**8.3.2** Implement a pattern of land uses that can be served efficiently by a multimodal transportation system that directly and indirectly minimizes air pollutants.

**8.3.4** Educate businesses and residents on the benefits of alternative modes of transportation, including public transit, walking, bicycling, car and van pooling, and teleworking.

Although, as discussed in Section 5.11, *Population and Housing*, buildout of the SYCPU would result in a population increase of approximately 38 percent, energy use would only increase by 9 percent for natural gas and 24 percent for electricity due to implementation of the policies described above. Although these policies would decrease the overall per capita energy use in the SYCPU area, they would not ensure that energy supplies would be available when needed. Future projects would be subject to review for measures that would further reduce energy consumption in conformance to existing regulations.

The City's CAP includes 2020 and 2035 targets that are on the trajectory for meeting the 2050 GHG reduction goals established by Executive Order S-3-05. The CAP was adopted by City Council in December 2015 and amended in July 2016.

Future operational energy use related to roadways would consist of the transportation fuels consumed to transport the SYCPU area's residents, workers, and visitors. The total estimated daily vehicle trips at full buildout are estimated to be 407,233 as detailed in the traffic impact analysis prepared for the SYCPU (Kimley-Horn 2015). The SYCPU Mobility Element contains policies that would reduce VMT and associated fuel consumption. These include policies to: improve neighborhood walkability design (Policies 3.2-1 through 3.2-13), expand public transit in the SYCPU area (Policies 3.3-1 through 3.3-10), and increase bicycle infrastructure and bike-riding incentives (Policies 3.5-1 through 3.5-6).

**b. Significance of Impact**

The SYCPU would not result in the use of excessive amounts of fuel or other forms of energy during the construction of future projects under the SYCPU. Thus, short-term energy impacts would be less than significant.

As discussed earlier, energy conservation measures required by applicable energy conservation regulations (e.g., the California Green Building Code) and energy conservation policies included in the SYCPU would avoid excessive energy consumption from operations associated with future development pursuant to the SYCPU. Thus, long-term operational energy impacts would be less than significant.

**c. Mitigation Framework**

Impacts would be less than significant, no mitigation is required.

**d. Significance After Mitigation**

Impacts would be less than significant.

### 5.14.3.2 SYHVSP

**a. Impacts**

As the land uses which would occur within the SYHVSP would reflect the land use designations applied to the Specific Plan area by the SYCPU, the energy demanded by future development of the SYHVSP is accounted for in the energy demands evaluated for the SYCPU. Furthermore, as with the SYCPU, future development within the SYHVSP would comply with applicable energy conservation regulations and policies which would avoid consumption of excessive amounts of fuel or other forms of energy during construction or operation phases.

**b. Significance of Impact**

As the SYHVSP would not result in the use of excessive amounts of fuel or other forms of energy during the construction or operational phases of future development, impacts on energy would be less than significant.

**c. Mitigation Framework**

Impacts would be less than significant, no mitigation is required.

**d. Significance After Mitigation**

Impacts would be less than significant.

# 5.15 Geology and Soils

This section describes the existing geologic and soils conditions and related hazards within the SYCPU area and the related SYHVSP, identifies regulatory requirements and industry standards associated with geologic and soils issues, and evaluates potential impacts and mitigation measures (as applicable) related to implementation of the proposed SYCPU and SYHVSP.

A "desktop" Geologic Study was prepared for the proposed SYCPU by Allied Geotechnical Engineers, Inc. (AGE 2016b). This investigation encompasses the entire SYCPU area, including the SYHVSP, and is summarized below along with other applicable information. The complete SYCPU Geologic Study is included as Appendix N of this PEIR.

## 5.15.1 Existing Conditions

#### 5.15.1.1 SYCPU

**a. Geologic Setting**

**Geology/Topography**

The SYCPU area is located within the coastal portion of the Peninsular Ranges Geomorphic Province (Province), a region characterized by relatively uplifted northwest-trending structural blocks, and relatively down-dropped intervening fault zones and alluvial valleys. The Province extends approximately 920 miles from the Los Angeles Basin to the southern tip of Baja California, and varies in width from approximately 30 to 100 miles. Bedrock units in the Peninsular Ranges Province include Jurassic (approximately 144 million to 206 million years old) metavolcanic and metasedimentary rocks, and Cretaceous (approximately 65 to 144 million years old) igneous rocks of the Southern California Batholith (a large igneous intrusive body). The coastal portion of the Province in San Diego County typically includes a sequence of upper Cretaceous, Tertiary (approximately 2 to 65 million years old), and/or Quaternary (less than approximately two million years old) marine and non-marine sedimentary strata. More recent uplift and erosion has produced the characteristic canyon and mesa topography present today in western San Diego County, as well as the deposition of surficial materials including Quaternary alluvium, colluvium, and topsoil.

Geologic and surficial units within and adjacent to the SYCPU area include the Jurassic Santiago Peak Volcanics and Cretaceous granitic bedrock (with these units assumed to underlie the SYCPU area at depth and not exposed therein or in adjacent areas); Tertiary sedimentary strata; Quaternary sedimentary, alluvial/colluvial, landslide and native topsoil deposits; and recent artificial fill materials. Additional description of on-site surficial and formational deposits is provided below under the discussion of Stratigraphy.

Local topographic conditions are somewhat variable, with generally level terrain in the southern extent of the SYCPU area (i.e., the Tijuana River floodplain), level to gently sloping areas in the central and northern portions of the SYCPU area, and generally moderate slopes in the areas east of I-805. Elevations within the SYCPU area range from approximately 45 feet amsl in the lower-lying southern area, to 380 feet amsl in portions of the sloping terrain east of I-805. The overall grade within the SYCPU area is to the south-southwest, with local variations due to site-specific

topography. Overall drainage patterns are also generally to the west-southwest, with principal drainage courses including portions of several local named (Moody) and unnamed canyons in the eastern area, and unnamed creeks located south of SR-90 and I-5 (all of which are tributary to the Tijuana River).

**Stratigraphy**

Geologic and surficial units identified within the SYCPU area include the Tertiary Otay and San Diego formations; Old Paralic and Very Old Paralic Deposit formations, landslide deposits, alluvium/ colluvium, and topsoils; and recent artificial fill. These units are described below in order of increasing age and are depicted on Figure 5.15-1, *Geologic Map* (except for artificial fill and native topsoils).

As previously noted, bedrock units assumed to underlie the SYCPU area and vicinity at depth include the Santiago Peak Volcanics and/or undifferentiated granitic intrusive rocks. Because these units are not exposed within or adjacent to the SYCPU area and are not anticipated to occur in near-surface zones, they are not shown on Figure 5.15-1 or discussed further in this section.

Recent Artificial Fill (Not Mapped)

Artificial fill is present in much of the SYCPU area in association with development such as structures and roadways. These deposits include a wide variety of materials ranging from fine-grained silts and clays to coarse-grained sands, gravels and cobbles, and may locally contain demolition debris such as concrete and asphalt.

Quaternary Native Topsoils (Not Mapped)

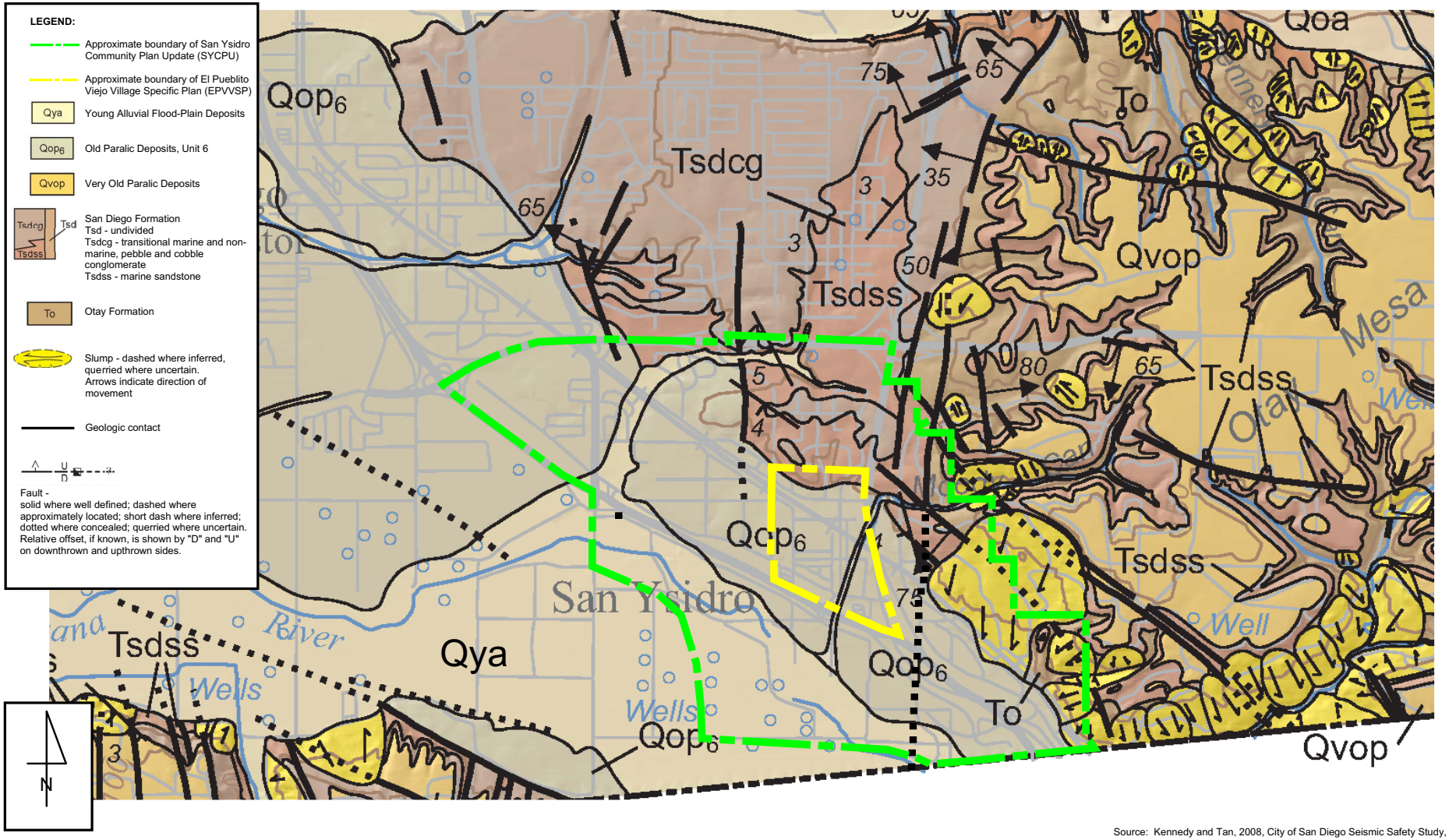
Topsoils within the SYCPU area consist generally of sandy, loamy and/or clayey materials derived from local geologic units or alluvium. Sandy soils of the Tujunga Series occur within the Tijuana River Valley in the southern portion of the SYCPU area, while soils in the remainder of the SYCPU Area include one or more units of the Chesterson Fine Sandy Loam, Huerhuero Loam, Huerhuero-Urban Land Complex, Olivenhain Cobble Loam, and Diablo Clay series. Due to the extensive level of previous development in the SYCPU area, native topsoils have been largely removed or altered (e.g., through mixing with fill), although native soils likely remain in undeveloped sites, including areas along the southwestern and eastern SYCPU boundaries.

Quaternary Alluvium and Colluvium (Qal + Qsw)

Quaternary alluvium and colluvium are mapped in much of the Tijuana River Valley, as well as in larger drainage channels. These materials consist generally of poorly consolidated silt, sand, gravel and cobble deposits, and are locally associated with colluvium. Colluvial (or slopewash) deposits are transported by gravity and mantle most undeveloped slopes, with these materials poorly consolidated and derived from local sources.

Quaternary Landslide Deposits (Qln)

A number of known landslides are mapped within and adjacent to the eastern portion of the SYCPU area. These landslides typically move along structurally weak bentonite (clay) seams or beds within




Source: Kennedy and Tan, 2008, City of San Diego Seismic Safety Study, 2008

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# Geologic Map

SAN YSIDRO COMMUNITY PLAN UPDATE

Figure 5.15-1

HELIX Environmental Planning

the Otay Formation (as outlined below). Additionally, more extensive and older Pliocene (approximately 2.6 to 5.3 million years old) landslide deposits have been mapped in nearby portions of Otay Mesa to the east, with the western edge of these deposits generally associated with segments of the La Nacion Fault Zone (which extends into the eastern portion of the SYCPU area and is described further below under Geologic Hazards).

Quaternary Bay Point Formation (Qbp/Qbp + Qn)

The Bay Point Formation and an associated unnamed sandstone unit occur in much of central and northwestern portions of the SYCPU area, and consist generally of fine- to medium-grained, poorly consolidated marine, lagoonal and non-marine sandstone.

Quaternary Lindavista Formation (Ql)

The Lindavista Formation is widely exposed along and near the eastern SYCPU boundary, and consists generally of marine and non-marine sandstone and conglomerate. The presence of ferruginous (iron-oxide) cement in this formation gives it a characteristic reddish-brown color.

Tertiary San Diego Formation (Tsdss & Tsdeg)

The Pliocene San Diego Formation occurs in portions of the northern and eastern SYCPU area, and includes two distinct units: an upper conglomerate unit and a lower sandstone. The upper unit consists of a well-indurated (hardened) pebble, cobble and boulder conglomerate with a reddish-brown color (due to ferruginous cement). The lower unit is comprised of fine- to medium-grained, poorly-indurated sandstone.

Tertiary Otay Formation

The Oligocene (approximately 5.3 to 20 million years old) Otay Formation is present along slopes in the eastern portion of the SYCPU area, and includes three units: an upper sandstone/mudstone, middle gritstone, and basal conglomerate. Bentonite claystone layers occur throughout the formation, creating weakness planes along which landslides and slope failures can occur (with most bentonite beds and related landslides associated with the upper sandstone/mudstone unit).

**Groundwater**

Groundwater depths vary widely within the SYCPU area, with the following general conditions identified in the SYCPU Geologic Study: (1) areas within the Tijuana River Valley (generally along/south of San Ysidro Boulevard) typically exhibit groundwater depths of 10 feet or less below ground surface (bgs); (2) areas between San Ysidro Boulevard and Beyer Boulevard typically exhibit groundwater depths of between approximately 10 to 21 feet bgs; and (3) areas north of Beyer Boulevard typically exhibit groundwater depths in excess of 100 feet bgs. The local groundwater gradient is generally to the south/southwest, toward the Tijuana River Estuary (AGE 2012b).

**b. Geologic Hazards**

Based on field reconnaissance and review of published and other available information, including the City Seismic Safety Study (City of San Diego 2008d), the SYCPU Geologic Study provides an overview of potential geologic hazards with the SYCPU area. Potential hazards identified for the

SYCPU area in the City Seismic Safety Study and other sources are outlined below and shown on Figure 5.15-2, *Geologic Hazards Map*.

**Faulting and Seismicity**

The SYCPU area is located within a broad, seismically active region characterized by a series of northwest-trending faults associated with the San Andreas Fault System (Figure 5.15-3, *Regional Fault Map*). No active faults or associated California Geological Survey (CGS) Alquist-Priolo Earthquake Fault Zones are mapped or known to occur within the SYCPU area (AGE 2012b). The closest active fault structures are located within the Rose Canyon Fault Zone, approximately 11 miles to the west. Several strands of the potentially active La Nacion Fault Zone are mapped within the eastern portion of the SYCPU area, as depicted on Figures 5.15-1 and 5.15-2. Active faults are defined as those exhibiting historic seismicity or displacement of Holocene (less than approximately 11,000 years old) materials, while potentially active faults have no historic seismicity and displace Pleistocene (between approximately 11,000 and 2 million years old) but not Holocene strata. The described CGS fault zone designations are generally intended to "[r]egulate development near active faults so as to mitigate the hazard of surface fault rupture" (CGS 2007). The closest CGS Earthquake Fault Zones designations to the SYCPU area are located along on- and off-shore segments of the Rose Canyon Fault Zone, approximately 12 miles to the northwest. A number of additional unnamed fault traces extend into the northern and northwestern portions of the SYCPU area (Figures 5.15-1 and 5.15-2), with these structures identified as "potentially active, inactive, presumed inactive or activity unknown" in the City Seismic Safety Study (City of San Diego 2008d).

A number of additional major active faults are located within approximately 50 miles of the site, as shown in Table 5.15-1, *Summary of Regional Fault Locations and Seismicity Data*, with more distant regional faults also described in Appendix N. As indicated in the SYCPU Geologic Study, the Rose Canyon Fault Zone is considered the dominant source of seismic-related hazards in the SYCPU area.

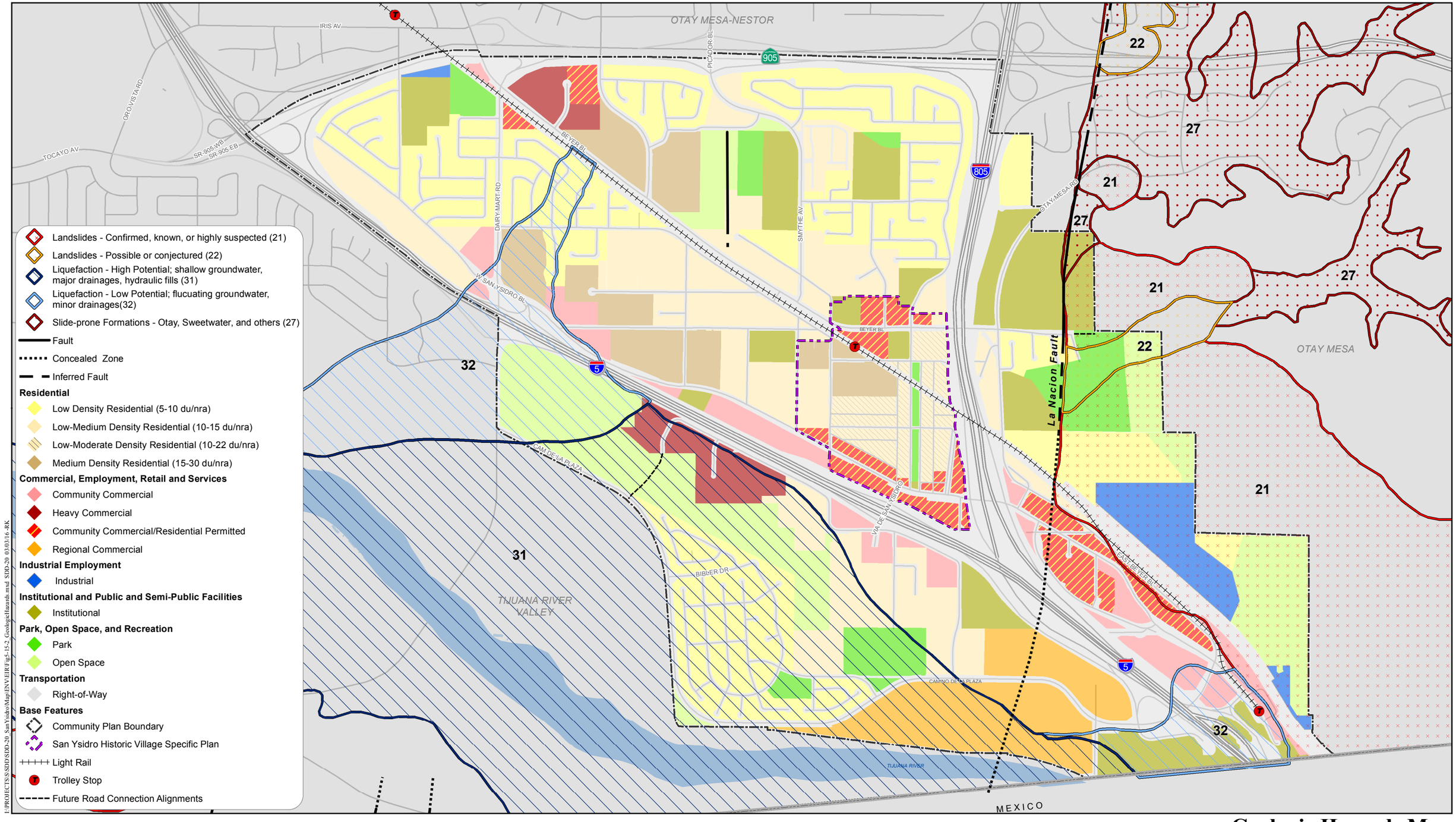
**Table 5.15-1**
**SUMMARY OF REGIONAL FAULT LOCATIONS AND SEISMICITY DATA**

| Fault Zone | Distance from Site (miles) | Direction from Site | Maximum Earthquake Magnitude | Estimated Peak Ground Acceleration (g)[1] |
|---|---|---|---|---|
| Rose Canyon | 11.3 | W | 6.9 | 0.217 |
| Coronado Bank | 13.5 | W | 7.4 | 0.248 |
| Elsinore - Julian | 46.5 | NE | 7.1 | 0.062 |
| Newport-Inglewood (offshore) | 46.7 | NW | 6.9 | 0.054 |
| Elsinore – Coyote Mountain | 49 | NE | 6.8 | 0.048 |
| Earthquake Valley | 49.9 | NE | 6.5 | 0.038 |

Source: AGE 2012b; CGS 2010
[1] Maximum on-site peak horizontal ground acceleration, where g equals the acceleration due to gravity.

Fault Rupture

Based on the fact that no known active faults are located within or adjacent to the SYCPU area, the potential for seismic-related ground rupture hazards is generally considered low. As noted in the




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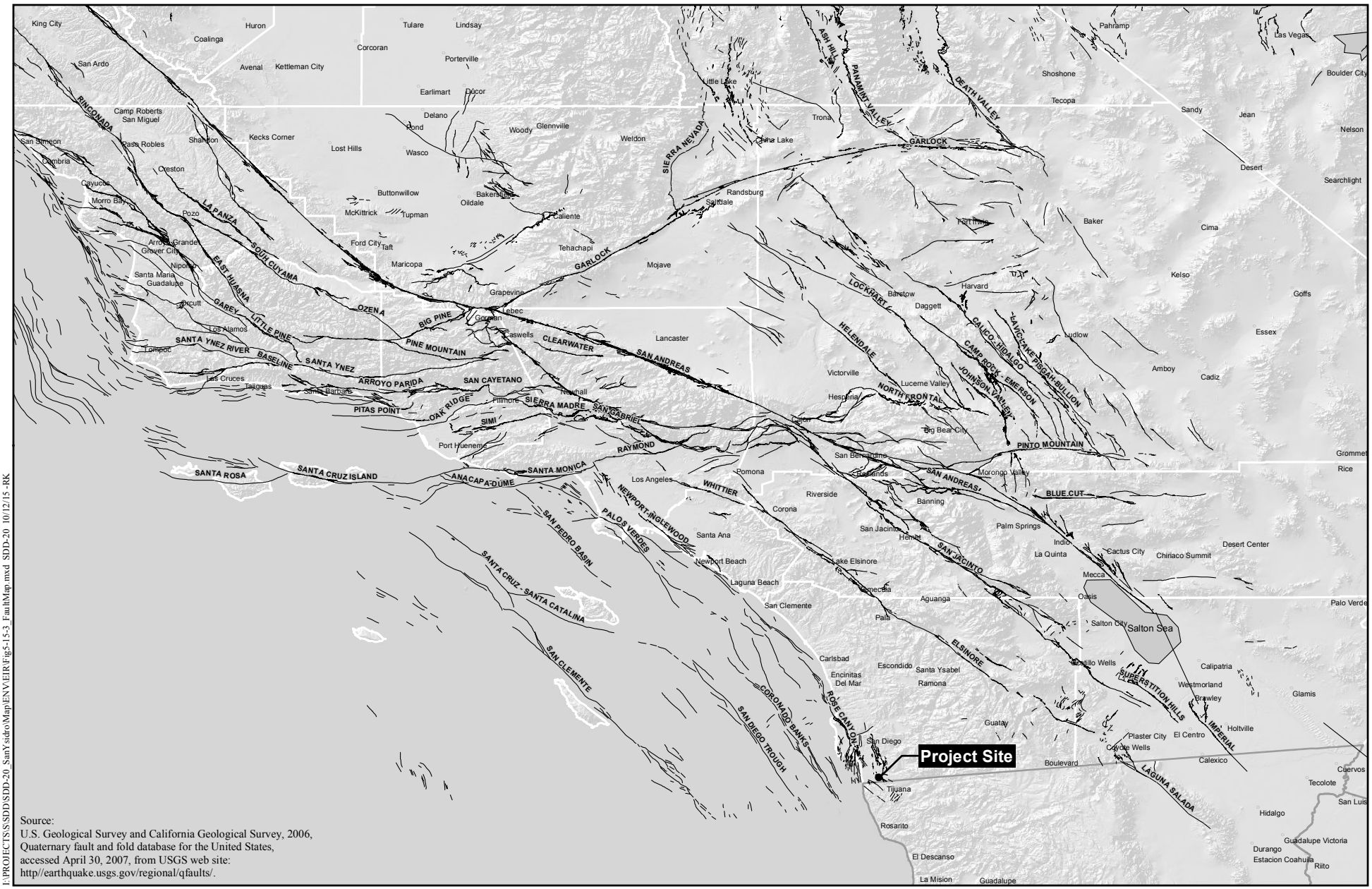
# Geologic Hazards Map

SAN YSIDRO COMMUNITY PLAN UPDATE

HELIX Environmental Planning

N 0 1,200 Feet

Figure 5.15-2




Source:
U.S. Geological Survey and California Geological Survey, 2006,
Quaternary fault and fold database for the United States,
accessed April 30, 2007, from USGS web site:
http//earthquake.usgs.gov/regional/qfaults/.

I:\PROJECTS\S\SDD\SDD-20_SanYsidro\Map\ENV\EIR\Fig5-15-3_FaultMap.mxd SDD-20 10/12/15 -RK

# Regional Fault Map

SAN YSIDRO COMMUNITY PLAN UPDATE

HELIX Environmental Planning

N 0 45 Miles

Figure 5.15-3

SYCPU Geologic Study, however, potential ground rupture hazards associated with the La Nacion Fault Zone and/or currently unknown faults "…cannot be precluded."

Ground Acceleration (Ground Shaking)

The principal seismic hazard that could affect the SYCPU area is ground shaking associated with earthquake events along one or more regional active faults. Ground shaking can affect the integrity of surface and subsurface facilities such as structures, foundations and utilities, either directly from vibration-related damage to rigid structures, or indirectly through associated hazards including liquefaction (as described below). A summary of the estimated maximum ground shaking levels within the SYCPU area from earthquake events along the most proximal active faults is provided in Table 5.15-1.

Liquefaction, Subsidence/Settlement and Lateral Spreading

Liquefaction and related effects such as subsidence/settlement and lateral spreading are most commonly caused by seismic ground shaking. Loose (cohesionless), saturated, and granular (low clay/silt content) soils with relative densities of less than approximately 70 percent are the most susceptible to these effects. Liquefaction results in a rapid pore-water pressure increase, and a corresponding loss of shear strength, with affected soils behaving as a viscous liquid. Surface manifestations from these events can include a loss of bearing capacity for structures/foundations, ground subsidence, differential settlement (different degrees of settlement over relatively short distances, and other effects such as lateral spreading (horizontal displacement on sloped surfaces as a result of underlying liquefaction) and ground lurching (as outlined below). Based on review of the City Seismic Safety Study (City of San Diego 2008a), the SYCPU Geologic Study notes that portions of the southern and western SYCPU area may encompass liquefiable soil. Specifically, the areas of highest liquefaction potential are designated as Hazard Categories 31 and 32, as depicted on Figure 5.15-2.

Ground Lurching

Ground lurching is a permanent displacement or shift of the ground surface in response to seismic ground shaking. This phenomenon occurs in areas with high topographic relief and typically near the source of the seismic event (earthquake).

Tsunamis and Seiches

Tsunamis (commonly referred to as tidal waves) are sea waves generated by sources such as underwater earthquakes or volcanic eruptions, and can generate impacts related to inundation in coastal zones. Because the SYCPU area is located approximately 3.5 miles inland, and at elevations of between approximately 45 and 380 feet amsl, the potential for associated tsunami hazards is considered low. Additionally, based on hazard mapping conducted by the California Department of Conservation (CDC), the closest area of projected tsunami-related inundation is located approximately 2.1 miles west of the SYCPU area at its closest point (CDC 2009).

Seiches are defined as wave-like oscillatory movements in enclosed or semi-enclosed bodies of water such as lakes or reservoirs, and are most typically associated with seismic activity. Seiches can result in flooding damage and related effects (e.g., erosion) in surrounding areas from spilling or

sloshing water, as well as increasing pressure on containment structures. The SYCPU area is generally not located in proximity to water features capable of generating substantial seiche-related hazards, with the closest such water body consisting of San Diego Bay, located approximately 3.5 miles to the northwest at its closest point. While the SYCPU Geologic Study notes that minor seismically induced seiches may potentially occur within the Tijuana River and flood channels, the potential for such hazards within the SYCPU area is identified as "very low."

**Landslides/Mudslides**

The occurrence of landslides and other types of slope failures (e.g., mudslides) is influenced by a number of factors, including slope grade, geologic and soil characteristics, moisture levels and vegetation cover. Landslides and mudslides can be triggered by one or more potentially destabilizing conditions or events, such as gravity, fires, precipitation, grading and seismic activity. As previously described, there are a number of landslide deposits mapped within and adjacent to the eastern portion of the SYCPU area. In addition, as shown on Figure 5.15-2, there are other areas designated as "confirmed, known, or highly suspected", "possible or conjectured" and "slide-prone" in the eastern portion of the SYCPU area. Accordingly, potential landslide/mudslide hazards in the noted areas are considered generally high, with the remaining portions of the SYCPU area exhibiting a low potential for landslide and related hazards.

**Erosion and Sedimentation**

Similar to the above discussion of landslides, potential hazards related to erosion and sediment transport (sedimentation) within the SYCPU area are generally low in level areas and higher on steeper slopes. Even in level areas, however, erosion and sedimentation hazards can be increased through development-related activities such as excavation and grading. Extensive or prolonged erosion can result in effects such as damaging or destabilizing slopes, loss of topsoil, and deposition of eroded material in roadways or drainage structures. In addition, the off-site transport of sediment can potentially result in effects to downstream receiving water quality, such as increased turbidity and the provision of a transport mechanism for other contaminants that tend to adhere to sediment particles (e.g., hydrocarbons, with additional discussion of potential water quality effects related to erosion and sedimentation provided in Section 5.10, *Hydrology, Water Quality, and Drainage*).

**Subsidence**

Non-seismic soil subsidence is most typically associated with conditions such as karst/limestone terrain (i.e., the formation of subsurface cavities by dissolution of soluble rocks), subsurface mining, large-scale groundwater or oil & gas withdrawal, or decomposition of thick organic (peat) layers. Subsidence can result in a loss of support capability within the associated soil or formational materials, potentially resulting in damage to surface and subsurface structures such as buildings, pavement and utilities. Because the described conditions/activities are not present/proposed in the SYCPU area, the potential for subsidence is considered "very low" (AGE 2016b).

**Collapse**

Soil collapse, or near-surface subsidence, is generally associated with: (1) hydroconsolidation, the tendency of unsaturated soils to rapidly lose fine material upon saturation; and (2) water table depression (lowering) due to groundwater withdrawal. Collapse associated with hydroconsolidation

is most common in arid and semi-arid areas, with the associated effects generally localized but potentially substantial. Collapse related to groundwater withdrawal generally occurs over a wide region and a longer timeframe (i.e., decades), with less noticeable short-term effects. Soil collapse can result in settlement and related effects to overlying foundations or other improvements. Based on the relatively low permeability of near-surface materials in the SYCPU area, the potential for soil collapse is considered low (AGE 2015).

**Expansive Soils**

Expansive (or shrink-swell) behavior is attributable to the water-holding capacity of clay minerals, and can adversely affect the integrity of facilities such as pavement or structure foundations. Potential hazards related to expansive soils are most likely to occur in the eastern portions of the SYCPU area that are underlain by the Otay Formation (refer to Figure 5.15-1). Specifically, clayey soils associated with this formation are generally considered to exhibit moderate to very high expansion potential. In addition, soils associated with the Bay Point Formation may locally exhibit low to medium potential for expansion potential (AGE 2016b).

**Shallow Groundwater**

As previously described, shallow groundwater may be present locally in much of the SYCPU area at depths of less than 20 feet bgs. While the presence of shallow groundwater is not a geologic or geotechnical hazard, per se, it can contribute to other potential hazards (e.g., liquefaction) as outlined above, and may necessitate temporary dewatering to accommodate development-related grading and excavation.

### 5.15.1.2 SYHVSP

**a. Geologic Setting**

**Geology/Topography**

The SYHVSP area includes generally level terrain that is predominantly developed with existing urban uses. Geologic and surficial units within and adjacent to the SYHVSP include Tertiary sedimentary strata; Quaternary sedimentary, alluvial/colluvial and topsoil deposits; and recent artificial fill. Elevations within the SYHVSP range from approximately 50 feet amsl in the northeastern corner, to 140 feet amsl along the southern boundary, with overall drainage conditions similar to those described above for the SYCPU area.

**SYHVSP Stratigraphy**

Surficial and formational deposits within the SYHVSP are similar to those described above for the SYCPU area, and specifically include artificial fill, native topsoils (except the Tujunga Series), alluvium/colluvium, and the Bay Point and San Diego formations (refer to Figure 5.15-1).

**Groundwater**

Based on the information provided above for the SYCPU area, groundwater within the SYHVSP area is anticipated to occur at depths of between approximately 10 and 100 feet bgs.

**b. Geologic Hazards**

**Faulting and Seismicity**

The SYHVSP area exhibits generally similar regional seismicity conditions as described above for the SYCPU area, although no mapped fault traces occur therein.

Fault Rupture

Because no known active (or other) faults are located within or adjacent to the SYHVSP area, the potential for seismic-related ground rupture hazards is generally considered low. As noted above for the SYCPU area, however, some potential exists for ground rupture hazards associated with currently unknown faults.

Ground Acceleration (Ground Shaking)

Estimated maximum ground shaking levels within the SYHVSP area from earthquake events along the most proximal active faults are similar to those noted above for the SYCPU area and provided in Table 5.15-1.

Liquefaction, Subsidence/Settlement and Lateral Spreading

Based on review of the City Seismic Safety Study (City of San Diego 2008d), the SYHVSP generally does not encompass liquefiable soils, as depicted on Figure 5.15-2. Accordingly, the potential for liquefaction and related effects in the SYHVSP area is considered low.

Ground Lurching

The potential for ground lurching hazards in the SYHVSP area is considered low, based on similar reasons noted above for the SYCPU area.

Tsunamis and Seiches

The potential for tsunami- and seiche-related hazards in the SYCPU area is considered low for similar reasons noted above for the SYCPU Area.

**Landslides/Mudslides**

The potential for landslide/mudslide hazards in the SYHVSP area is considered low, based on the generally level topography within and adjacent to the SYHVSP boundaries.

**Erosion and Sedimentation**

Potential erosion and sedimentation hazards within the SYHVSP area are generally low, based on similar reasons noted for the SYCPU area. As discussed therein, however, erosion and sedimentation hazards can be increased through development-related activities such as excavation and grading, even in level areas.

**Subsidence**

Non-seismic soil subsidence hazards within the SYHVSP area are considered "very low" for similar reasons noted above for the SYCPU area (AGE 2015).

**Collapse**

Potential hazards related to soil collapse in the SYHVSP area are considered low for similar reasons noted above for the SYCPU area (AGE 2015).

**Expansive Soils**

Potential hazards related to expansive soils in the SYHVSP area is considered low to moderate, based on the presence of soils associated with the Bay Point Formation, as noted above for the SYCPU area (AGE 2012b).

**Shallow Groundwater**

Shallow groundwater may be present locally in the SYHVSP area at depths of between approximately 10 to 100 feet bgs. While the presence of shallow groundwater is not a geologic or geotechnical hazard, per se, it can contribute to other potential hazards, and may necessitate temporary dewatering to accommodate development-related grading and excavation, as noted above for the SYCPU area.

### 5.15.1.3 Regulatory Framework

The following descriptions of regulatory and industry standards related to geology and soils issues are applicable to both the SYCPU and SYHVSP areas.

**a. Federal**

**International Building Code**

The International Building Code (IBC) (which encompasses the former Uniform Building Code [UBC]) is produced by the International Code Council (formerly the International Conference of Building Officials) to provide standard specifications for engineering and construction activities. The IBC provides standard specifications for engineering and construction activities, including measures to address geologic and soil concerns. Specifically, these measures encompass issues such as seismic loading (e.g., classifying seismic zones and faults), ground motion, engineered fill specifications (e.g., compaction and moisture content), expansive soil characteristics and pavement design. The referenced guidelines, while not comprising formal regulatory requirements per se, are widely accepted by regulatory authorities and are routinely included in related standards such as municipal grading codes. The IBC guidelines are regularly updated to reflect current industry standards and practices, including criteria such as the American Society of Civil Engineers (ASCE) and ASTM International (formerly the American Society for Testing and Materials [ASTM]).

### b. State

#### California Seismic Hazards Mapping Act

The California Seismic Hazards Mapping Act (PRC; Division 2, Chapter 7.8, Section 2690 et seq.) provides a statewide seismic hazard mapping and technical advisory program to assist local governments in protecting public health and safety relative to seismic hazards. The act provides direction and funding for the State Geologist to compile seismic hazard maps and to make those maps available to local governments. The Act, along with related standards in the Seismic Hazards Mapping Regulations (CCR Title 14, Division 2, Chapter 8, Article 10, Section 3270 et seq.), also directs local governments to require the completion and review of appropriate geotechnical studies prior to approving development projects. These requirements are implemented on a local level through means such as general plan directives and regulatory ordinances (with applicable local standards outlined below).

#### California Alquist-Priolo Earthquake Fault Zoning Act

The California Alquist-Priolo Act (PRC Section 2621 et seq.) is intended to prevent the construction of buildings used for human occupancy on the surface trace of active faults. The law requires the State Geologist to establish regulatory zones known as Earthquake Fault Zones (previously called Special Studies Zones and Fault-Rupture Hazard Zones) around the surface traces of active faults, and to distribute maps of these zones to all affected cities, counties and state agencies. The Act also requires completion of a geologic investigation prior to project approval, to demonstrate that applicable structures will not be constructed across active faults and/or that appropriate setbacks from such faults (generally 50 feet) are included in the project design.

#### California Building Code

The CBC (CCR Title 24, Part 2) encompasses a number of requirements related to geologic issues. Specifically, these include general provisions (Chapter 1); structural design, including soil and seismic loading (Chapters 16/16A); structural tests and special inspections, including seismic resistance (Chapters 17/17A); soils and foundations (Chapters 18/18A); concrete (Chapters 19/19A); masonry (Chapters 21/21A); wood, including consideration of seismic design categories (Chapter 23); construction safeguards (Chapter 33); and grading, including excavation, fill, drainage and erosion control criteria (Appendix J). The CBC encompasses standards from other applicable sources, including the IBC, as outlined below, and ASTM International, with appropriate amendments and modifications to reflect site-specific conditions and requirements in California.

### c. Regional

#### City of San Diego Seismic Safety Study

The previously referenced Seismic Safety Study includes geologic hazard maps of the City. Areas of the City are identified by geologic category, which reflect the geologic hazard type and related risks. These are generalized maps. Site-specific geologic/geotechnical investigations may be necessary for proposed development or construction (see Development Services Department Information Bulletin 515 and San Diego Municipal Code 145.1803 for more information).

**City of San Diego General Plan Policies**

The Public Facilities, Services and Safety Element of the City General Plan (2008a) identifies a number of applicable policies related to seismic, geologic and structural considerations. Specifically, Policies PF-Q.1 and PF-Q.2 include measures regarding conformance with State laws related to seismic and geologic hazards, conducting/reviewing geotechnical investigations, and maintaining structural integrity with respect to geologic hazards.

**Additional City of San Diego Requirements**

In addition to the regulatory standards listed above, City requirements related to geologic/ geotechnical issues include obtaining a grading permit (per Article 9, Division 6, Section 129.0601 et seq. of the SDMC), and conformance with applicable elements of the City Storm Water Standards Manual and related documents (per Article 3, Division 3, Section 43.0301 et seq. of the SDMC), with storm water standards discussed in more detail in Section 5.8 as previously noted.

## 5.15.2 Significance Determination Thresholds

Based on the City Significance Determination Thresholds (2011), which have been modified to reflect a programmatic analysis for the proposed SYCPU and SYHVSP, impacts related to geology and soils would be significant if the proposed project would:

1. Result in the exposure of people or property to geologic hazards such as ground shaking, fault rupture, landslides, mudslides, ground failure, or similar hazards;

2. Result in a substantial increase in wind or water erosion of soils; or

3. Result in structures being located on a geological unit or soil that is unstable or that would become unstable and potentially result in on-site or off-site landslides, lateral spreading, subsidence, liquefaction or collapse.

## 5.15.3 Issue 1: Geologic Hazards

Would the proposed SYCPU or SYHVSP result in the exposure of people or property to geologic hazards such as ground shaking, fault rupture, landslides, mudslides, ground failure or similar hazards?

### 5.15.3.1 SYCPU

**a. Impacts**

The proposed SYCPU includes a number of goals and policies related to geologic hazards in the Public Facilities, Service & Safety; and Urban Design elements. Specifically, these include measures to provide conformance with applicable City General Plan and other standards as outlined above in Section 5.15.1.3, as well as other pertinent regulatory/industry and code requirements related to geologic and safety concerns (e.g., the CBC and emergency response plans).

**Surface/Fault Rupture and Ground Shaking**

Surface/Fault Rupture

As previously described, the potential for seismic-related ground rupture hazards is generally considered low due to the fact that no known active faults are located within or adjacent to the SYCPU area. Because the SYCPU Geologic Study notes that potential ground rupture hazards "…cannot be precluded…," however, future development associated with the SYCPU could potentially be subject to significant seismic-related ground rupture hazards. All proposed development and development activities associated with the SYCPU would be required to conform with applicable regulatory/industry and code standards related to geologic hazards as noted, however, including pertinent elements of the Seismic Hazards Mapping Act, Alquist-Priolo Earthquake Fault Zoning Act, CBC and related City standards. Specifically, this would include investigation of potential active faults and associated structural setbacks or other applicable measures to address surface/fault rupture hazards. Based on the noted requirements for regulatory/industry conformance, potential impacts related to surface/fault rupture hazards from implementation of the SYCPU would be less than significant.

Ground Shaking

Future development conducted under the SYCPU would be subject to potentially significant impacts related to seismic ground shaking, as outlined above in Section 5.15.1.2 and Table 5.15-1. All such development and development activities, however, would be required to conform with applicable regulatory/industry and code standards related to geologic hazards, including seismic ground shaking. Specifically, this would include pertinent elements of the Seismic Hazards Mapping Act, CBC/IBC and related City standards. Associated criteria under the CBC, for example, include: (1) applicable seismic loading factors for the design of facilities such as structures, foundations/ slabs, pavement and utilities; (2) remedial grading standards (e.g., removing/replacing and/or reconditioning unsuitable soils); (3) appropriate manufactured slope, retaining wall and drainage design; and (4) proper fill composition/placement (i.e., engineered fill). Implementation of such measures in conformance with applicable regulatory/industry standards would be mandated through required efforts such as completion of appropriate site-specific geotechnical investigations, as outlined in the SYCPU Geologic Study and required under related City standards and codes. Structural damage from ground shaking could be substantial. However, structural design in accordance with current building codes would reduce the impact to less than significant.

**Liquefaction, Subsidence/Settlement and Lateral Spreading**

As previously described and shown on Figure 5.15-2, portions of the SYCPU area may encompass liquefiable soils. Accordingly, associated future development activities may be subject to potentially significant impacts related to liquefaction and associated subsidence/settlement. With respect to potential lateral spreading impacts, the SYCPU Geologic Study concludes that: "…the risk of lateral spreading during a seismic event is considered remote…", based on the fact that the areas identified as encompassing liquefiable materials are relatively level. All future development activities under the SYCPU would be required to conform with applicable regulatory/industry and code standards related to liquefaction and associated hazards, including lateral spreading. Specifically, this would involve pertinent elements of the Seismic Hazards Mapping Act, CBC/IBC and related City standards, with associated potential efforts such as: (1) remedial grading standards (e.g., removing/replacing

and/or reconditioning unsuitable soils); (2) appropriate manufactured slope, retaining wall and drainage design (including the installation of subdrains in applicable areas); (3) measures such as deep soil mixing (i.e., introducing cement to consolidate loose soils), stone columns to provide support (i.e., by extending columns into competent underlying units), and designing for potential settlement of liquefiable materials through means such as use of post-tensioned foundations or flexible couplings for utility connections; and (4) proper fill composition/placement (i.e., engineered fill). Implementation of appropriate measures in conformance with applicable regulatory/industry standards would be mandated through required efforts including completion of appropriate site-specific geotechnical investigations, as outlined in the SYCPU Geologic Study and required under related City standards and codes. Based on the noted requirements for regulatory/industry conformance, potential impacts related to seismic ground shaking hazards from implementation of the SYCPU would be less than significant.

**Ground Lurching**

Because ground lurching occurs in areas with high topographic relief, and is typically located near the source of an earthquake, the SYCPU Geologic Study concludes that the potential for ground lurching in the SYCPU area is considered "low." Accordingly, associated potential impacts from SYCPU implementation would be less than significant. As previously noted, however, future development activities conducted under the SYCPU would be subject to site-specific geotechnical investigation and, as applicable, associated regulatory/industry and code standards related to ground lurching hazards. Accordingly, if associated potential impacts are identified during geotechnical investigation, development activities would be required to implement applicable design/remedial measures to avoid or reduce potential ground lurching effects below a level of significance. Specifically, this could include efforts such as remedial grading and/or appropriate foundation design as outlined above for ground shaking, liquefaction and related hazards.

**Tsunamis and Seiches**

As previously described, the SYCPU area is located approximately 3.5 miles inland, exhibits surface elevations of approximately 45 to 380 feet amsl, and is, thus, generally not subject to tsunami-related hazards. Similarly, the SYCPU area is not located in proximity to water features capable of generating substantial seiche-related hazards, with the closest such water body consisting of San Diego Bay, located approximately 3.4 miles to the northwest at its closest point. While the SYCPU Geologic Study notes that minor seismically induced seiches may potentially occur within the Tijuana River and flood channels, the potential for such hazards within the SYCPU area is identified as "very low." Based on the described conditions, potential impacts related to tsunami- and seiche-related hazards from implementation of the SYCPU would be less than significant.

**Landslides/Mudslides**

As described in Section 5.15.1.2 and shown on Figure 5.15-2, the eastern portion of the SYCPU area, which is included in the Hillside Specific Plan area designated by the SYCPU, includes a number of known landslide deposits and other areas designated as "confirmed, known, or highly suspected", "possible or conjectured" and "slide-prone." Landslide-prone areas are designated as geologic hazard categories 21 and 22 on Figure 5.15-2. The largest of these landslides is the San Ysidro Landslide, which is located on the hillside above East Beyer Boulevard, and immediately southeast of Beyer Elementary School. The other slides form a contiguous line along the walls of Spring

Canyon and further to the south towards the International Border. Accordingly, associated future development activities in categories 21 and 22 may be subject to potentially significant impacts related to landslides/mudslides and related slope instability hazards.

As with the Adopted Community Plan, future development activities in the landslide-prone areas would be required to conform with applicable regulatory/industry and code standards related to landslide and associated hazards. Specifically, this would involve pertinent elements of the CBC/IBC and related City standards, with associated potential standard remedial efforts such as removal/ replacement of unstable deposits, installation of stabilizing features such as buttress fills or shear pins, or use of protective barriers. However, due to the extensive nature of the landslide potential, remedial actions would have to be undertaken on a large scale rather than on a parcel by parcel basis to assure successful and cost-effective remediation.

**b. Significance of Impact**

Potential impacts related to geologic hazards (with the exception of the landslide hazard) from implementation of the SYCPU would be avoided or reduced below a level of significance through mandatory conformance with applicable regulatory/industry standard and codes, including the IBC/CBC, SDMC, and other pertinent requirements as outlined in Section 5.15.1.3.

**c. Mitigation Framework**

Although the discussion of the Hillside Specific Plan in Section 2.7 of the SYCPU recognizes the importance of performing technical studies to assess potential soil stability problems, implementation of the following mitigation measure would mandate these studies.

**GEO-1:** Prior to issuance of the first building permit on vacant land located within geologic hazard categories 21 or 22, a comprehensive geotechnical investigation shall be conducted that will address all vacant land within these categories. The geotechnical investigation will characterize the limit/extent of the slide areas, the engineering characteristics of the soil material(s) which comprises the slip plane(s), and the hydrogeologic conditions within and in the areas surrounding the slides. The results of the investigation will be adequate to develop a 3-dimensional model of the slide, and to perform slope stability analyses. The investigation will also evaluate the impact of the proposed development on the stability of the adjoining properties.

The investigation shall identify remedial mitigation measures that would be necessary to stabilize slopes to factor of safety of 1.5 or greater. Mitigation measures shall include, but not be limited to removal/replacement of unstable deposits, installation of stabilizing features such as buttress fills or shear pins, and/or the use of protective barriers. As required by the City Engineer, these remedial measures will be implemented prior to issuance of the first building permit within the affected area. Subsequent development shall demonstrate that the necessary remedial measures have been completed, or demonstrate that the development will implement equivalent remedial measures, to the satisfaction of the City Engineer, to reduce landslide effects to less than significant based on subsequent geotechnical analysis.

**d. Significance After Mitigation**

Impacts would be less than significant.

### 5.15.3.2 SYHVSP

**a. Impacts**

**Surface/Fault Rupture and Ground Shaking**

Surface/Fault Rupture

Potential impacts related to surface/fault rupture hazards from implementation of the SYHVSP would be less than significant for similar reasons noted above for the SYCPU.

Ground Shaking

Potential impacts related to seismic ground shaking hazards from implementation of the SYHVSP would be less than significant for similar reasons noted above for the SYCPU.

**Liquefaction, Subsidence/Settlement and Lateral Spreading**

As shown on Figure 5.15-2, the SYHVSP area does not include areas with identified potential for liquefaction and related hazards, and associated potential impacts from SYHVSP implementation would be less than significant. Similar to the discussion for the SYCPU provided above, however, future development activities conducted under the SYHVSP would be subject to site-specific geotechnical investigation and, as applicable, associated regulatory/industry and code standards related to liquefaction and related hazards. Accordingly, if associated potential impacts are identified during geotechnical investigation, development activities would be required to implement similar design/remedial measures as outlined above for the SYCPU to avoid or reduce potential liquefaction and related effects below a level of significance.

**Ground Lurching**

Potential impacts related to ground lurching hazards from implementation of the SYHVSP would be less than significant for similar reasons noted above for the SYCPU.

**Tsunamis and Seiches**

Potential impacts related to tsunami- and seiche-related hazards from implementation of the SYHVSP would be less than significant for similar reasons noted above for the SYCPU.

**Landslides/Mudslides**

The SYHVSP area is generally level and predominantly developed, with no substantial natural or manufactured slopes within or adjacent to the site. Accordingly, potential impacts related to landslides/mudslides or other slope stability hazards would be less than significant. As previously described for the SYCPU area, however, future development activities conducted under the SYHVSP would be subject to site-specific geotechnical investigation and, as applicable, associated regulatory/

industry and code standards related to landslides/mudslides and slope stability hazards. Accordingly, if associated potential impacts are identified during geotechnical investigation (e.g., if larger manufactured slopes are proposed), development activities would be required to implement similar design/remedial measures as outlined above for the SYCPU to avoid or reduce potential landslide related effects below a level of significance.

**b. Significance of Impact**

Potential impacts related to geologic hazards from implementation of the SYHVSP would be avoided or reduced below a level of significance through mandatory conformance with applicable regulatory/industry standard and codes, including the IBC/CBC, SDMC, and other pertinent requirements as outlined in Section 5.15.1.3.

**c. Mitigation Framework**

Impacts would be less than significant, no mitigation is required.

**d. Significance After Mitigation**

Impacts would be less than significant.

## 5.15.4 Issue 2: Erosion and Sedimentation

Would the proposed SYCPU or SYHVSP result in a substantial increase in wind or water erosion of soils?

### 5.15.4.1 SYCPU

**a. Impacts**

As described above in Section 5.15.1.2, potential hazards related to erosion and sedimentation within the SYCPU area are generally low in level areas and higher on steeper slopes. Even in level areas, however, erosion and sedimentation hazards can be increased through development-related activities such as excavation/grading and removal of stabilizing structures and vegetation. Developed areas would be most susceptible to erosion between the beginning of grading/construction and the installation of pavement or establishment of permanent cover in landscaped areas. Erosion and sedimentation are not considered to be significant long-term concerns in the SYCPU area, as developed areas would be stabilized through installation of structures/hardscape and landscaping as noted.

Short-term erosion and sedimentation impacts would be addressed through conformance with applicable elements of the City storm water program and related NPDES standards. Specifically, this would entail conformance with applicable City regulatory codes as outlined above in Section 5.15.1.3, as well as the NPDES Construction General Permit. Pursuant to the discussion of construction-related water quality concerns in Section 5.10, this would entail implementing an approved SWPPP and related plans and BMPs, including appropriate measures to address erosion and sedimentation. Based on implementation of appropriate erosion and sediment control BMPs as part of, and in conformance with, an approved SWPPP and related City and NPDES requirements,

associated potential erosion and sedimentation impacts from implementation of the SYCPU would be less than significant.

**b. Significance of Impact**

Potential impacts related to erosion and sedimentation from implementation of the SYCPU would be avoided or reduced below a level of significance through mandatory conformance with applicable regulatory/industry standard and codes, including applicable requirements under the City Storm Water Program and NPDES as outlined in Section 5.15.1.3.

**c. Mitigation Framework**

Impacts would be less than significant, no mitigation is required.

**d. Significance After Mitigation**

Impacts would be less than significant.

#### 5.15.4.2 SYHVSP

**a. Impacts**

Potential impacts related to erosion and sedimentation from implementation of the SYHVSP would be less than significant for similar reasons noted above for the SYCPU area.

**b. Significance of Impact**

Potential impacts related to erosion and sedimentation from implementation of the SYHVSP would be less than significant for similar reasons noted above for the SYCPU area.

**c. Mitigation Framework**

Impacts would be less than significant, no mitigation is required.

**d. Significance After Mitigation**

Impacts would be less than significant.

## 5.15.5 Issue 3: Geologic Stability

Would the proposed SYCPU or SYHVSP result in structures being located on a geological unit or soil that is unstable or that would become unstable and potentially result in on-site or off-site subsidence, expansive soil or collapse?

### 5.15.5.1 SYCPU

#### a. Impacts

**Subsidence**

Potential impacts related to subsidence from implementation of the SYCPU would be less than significant, based on the following considerations: (1) as previously described, subsidence is generally associated with conditions such as karst/limestone terrain, subsurface mining, large-scale groundwater or oil and gas withdrawal, or decomposition of thick organic (peat) layers, with such conditions/activities not present or proposed as part of the SYCPU; (2) while shallow groundwater may be present in portions of the SYCPU area, any associated construction dewatering requirements related to future development activities is expected to be relatively minor in extent and short-term in duration; and (3) as previously described, future development activities would be subject to appropriated site-specific geotechnical review per applicable regulatory/industry standards (including City and IBC/CBC criteria), with associated remedial requirements potentially including efforts such as removal of unstable or unsuitable materials, use of properly engineered fill, and provision of appropriate foundations and or soil improvements (e.g., deep soil mixing) to provide support to ensure stability.

**Collapse**

Potential impacts related to collapse from implementation of the SYCPU would be less than significant. Specifically, this conclusion is based on the relatively low permeability of near-surface materials within the SYCPU area, as well as similar considerations regarding future development activities and requirements for site-specific geotechnical review and remediation noted above for subsidence.

**Expansive Soils**

As noted above in Section 5.15.1.2 and shown on Figure 5.15.-1, expansive soils with moderate to very high expansion potential occur in the eastern portions of the SYCPU area that are underlain by the Otay Formation. In addition, soils associated with the Bay Point Formation in the central and northwestern portions of the SYCPU area may locally exhibit low to medium potential for expansion potential. As a result, future development activities in applicable areas may be subject to potentially significant impacts related to expansive soils. As previously described, however, future development activities under the SYCPU would be required to conform with applicable regulatory/industry and code standards related to expansive soil hazards. Specifically, this would involve pertinent elements of the CBC/IBC and related City standards, with associated potential standard remedial efforts such as removal/replacement or, if applicable, mixing of unsuitable materials with engineered and non-expansive fill; capping expansive materials with engineered fill in applicable areas; and use of appropriate foundation and/or footing design per site-specific geotechnical recommendations. Based on the conformance with the noted regulatory/industry standards, potential impacts related to expansive soils from implementation of the SYCPU would be less than significant.

**Shallow Groundwater**

As previously described, the presence of shallow groundwater would not constitute a geologic or geotechnical hazard, per se, but can necessitate temporary dewatering to accommodate development-related grading and excavation. If such dewatering were required for future development activities under the SYCPU, it would be subject to associated requirements under the appropriate NPDES Groundwater Permit (as discussed in Section 5.8). Based on required conformance with associated regulatory standards, potential impacts related to the presence of shallow groundwater would be less than significant.

**b. Significance of Impact**

Potential impacts related to geologic instability from implementation of the SYCPU would be avoided or reduced below a level of significance through mandatory conformance with applicable regulatory/industry standard and codes, including the IBC/CBC and pertinent City criteria.

**c. Mitigation Framework**

Impacts would be less than significant, no mitigation is required.

**d. Significance After Mitigation**

Impacts would be less than significant.

### 5.15.5.2 SYHVSP

**a. Impacts**

**Subsidence**

Potential impacts related to subsidence from implementation of the SYHVSP would be less than significant for similar reasons noted above for the SYCPU area.

**Collapse**

Potential impacts related to collapse from implementation of the SYHVSP would be less than significant for similar reasons noted above for the SYCPU area.

**Expansive Soils**

Potential impacts related to expansive soils from implementation of the SYHVSP would be less than significant for similar reasons noted above for the SYCPU area.

**Shallow Groundwater**

Potential impacts related to shallow groundwater from implementation of the SYHVSP would be less than significant for similar reasons noted above for the SYCPU area.

**b. Significance of Impact**

Potential impacts related to geologic instability from implementation of the SYHVSP would be avoided or reduced below a level of significance through mandatory conformance with applicable regulatory/industry standard and codes, including the IBC/CBC and pertinent City criteria.

**c. Mitigation Framework**

Impacts would be less than significant, no mitigation is required.

**d. Significance After Mitigation**

Impacts would be less than significant.

# 5.16 Paleontological Resources

## 5.16.1 Existing Conditions

This section describes the existing paleontological resource conditions and associated potential occurrences within the SYCPU area and the SYHVSP area, identifies regulatory requirements related to paleontological issues, and evaluates potential impacts and mitigation measures related to implementation of the proposed SYCPU and SYHVSP.

The following analysis is based on review of available literature, including a Geologic Study conducted for the SYCPU area (AGE 2016), the City CEQA Significance Determination Thresholds (2011), and other applicable published and unpublished reports.

Paleontology is the science dealing with pre-historic plant and non-human animal life. Paleontological resources (or fossils) typically encompass the remains or traces of hard and resistant materials such as bones, teeth or shells, although plant materials and occasionally less resistant remains (e.g., tissue or feathers) can also be preserved. The formation of fossils typically involves the rapid burial of plant or animal remains and the formation of casts, molds, or impressions in the associated sediment (which subsequently becomes sedimentary bedrock). Because of this, the potential for fossil remains in a given geologic formation can be predicted based on known fossil occurrences from similar (or correlated) geologic formations in other locations. The assessment of paleontological resource sensitivity for surficial and geologic units is based on the following designations derived from Deméré and Walsh (1993):

- High Sensitivity – These formations are known to contain paleontological localities with rare, well-preserved, critical fossil materials. Generally, high-sensitivity formations produce vertebrate fossil remains or are considered to have the potential to produce such remains.

- Moderate Sensitivity – Moderate sensitivity is assigned to formations known to contain paleontological localities and that are judged to have a strong, but often unproven, potential for producing unique fossil remains.

- Low Sensitivity – Low sensitivity is assigned to geologic or surficial formations/materials that, based on their relatively young age and/or high-energy depositional history, are judged unlikely to produce unique fossil remains.

- Zero Sensitivity – These formations consist of volcanic or plutonic igneous rocks with a molten origin (such as basalt or granite), or artificially and/or mechanically-generated materials (such as fill and topsoil), and do not exhibit any potential for producing fossil remains.

Based on the referenced Geologic Study, the surficial and geologic units present within the SYCPU and SYHVSP areas are identified below, along with associated paleontological resource sensitivity ratings (refer to Figure 5.15-1, *Summary of Regional Fault Locations and Seismicity Data*).

### 5.16.1.1 SYCPU Area

- Recent Artificial Fill – Artificial fill is present in much of the SYCPU area in association with development such as structures and roadways, and exhibits no potential for the occurrence of sensitive paleontological resources.

- Quaternary Native Topsoils – Native topsoils occur in undeveloped portions of the SYCPU area, and exhibit no potential for the occurrence of sensitive paleontological resources.

- Quaternary Alluvium/Colluvium (Slopewash) – Alluvium and colluvium are mapped in much of the Tijuana River Valley and larger drainage channels, and exhibit a low potential for the occurrence of sensitive paleontological resources.

- Quaternary Baypoint Formation – The Bay Point Formation and an associated unnamed sandstone unit occur in much of central portion of the SYCPU area, and exhibit a high potential for the occurrence of sensitive paleontological resources.

- Quaternary Lindavista[1] Formation – The Lindavista Formation is widely exposed along and near the eastern SYCPU boundary, and exhibits a moderate potential for the occurrence of sensitive paleontological resources.

- Tertiary San Diego Formation – The San Diego Formation occurs in portions of the northern and eastern SYCPU area, and exhibits a high potential for the occurrence of sensitive paleontological resources.

- Tertiary Otay Formation – The Otay Formation is present along slopes in the eastern portion of the SYCPU area, and exhibits a high potential for the occurrence of sensitive paleontological resources.

### 5.16.1.2 SYHVSP

Surficial and formational deposits within the SYHVSP area include artificial fill associated with existing development, native topsoils in undeveloped areas, Quaternary alluvium/colluvium in larger drainages, the Quaternary Bay Point Formation in much of the SYHVSP area, and Tertiary San Diego Formations along portions of the northern SYHVSP boundary (refer to Figure 5.15-1). The associated potentials for occurrence of sensitive paleontological resources are the same as those noted above for the SYCPU area.

### 5.16.1.3 Regulatory Framework

#### CEQA Guidelines

Pursuant to Section 15065 of the State CEQA Guidelines (CCR Sections 15000–15387), a lead agency must find that "a project may have a significant effect on the environment and therefore require an EIR to be prepared for the project where the project has the potential to eliminate important examples of the major periods of California history or prehistory, which includes the destruction of significant paleontological resources."

**City of San Diego Significance Determination Thresholds**

The referenced City Thresholds identify potentially significant impacts to paleontological resources under the following conditions:

- Areas with a high resource sensitivity if grading would exceed 1,000 cubic yards and extend to a depth of 10 feet or greater; or
- Areas with moderate sensitivity if grading would exceed 2,000 cubic yards and extend to a depth of 10 feet or greater.

## 5.16.2 Significance Determination Thresholds

Based on the described City Significance Determination Thresholds (2011), impacts related to geology and soils would be significant if the proposed SYCPU and SYHVSP would:

1. Allow development to occur that could significantly impact a unique paleontological resource or a geologic formation possessing a medium or high potential for the occurrence of sensitive paleontological resources.

## 5.16.3 Issue 1: Paleontological Resources

Would the proposed SYCPU or SYHVSP allow development to occur that could significantly impact a unique paleontological resource or a geologic formation possessing a medium or high potential for the occurrence of sensitive paleontological resources?

### 5.16.3.1 SYCPU

#### a. Impacts

The SYCPU area includes a number of formations with moderate (Lindavista Formation) or high (Bay Point, San Diego and Otay formations) potential for the occurrence of sensitive paleontological resources. While portions of the SYCPU area encompassing these formations have been previously disturbed and developed with existing urban uses, grading associated with future development activities could potentially expose undisturbed formational areas and exceed the criteria noted above in Sections 5.16.1.2 and 5.16.2.

#### b. Significance of Impacts

Based on the presence of formational units exhibiting high and/or moderate potential for the occurrence of sensitive paleontological resources in the SYCPU area, associated potential impacts from future development activities could be significant.

#### c. Mitigation Framework

Potential impacts to paleontological resources associated with implementation of development or redevelopment activities under the proposed SYCPU would be reduced through implementation of the following mitigation measure:

**PALEO-1:** Prior to the approval of subsequent development projects implemented in accordance with the CPUs, the City shall determine the potential for impacts to paleontological resources based on review of the project application submitted, and recommendations of a project-level analysis completed in accordance with the steps presented below. Future projects shall be sited and designed to minimize impacts on paleontological resources in accordance with the City's Paleontological Resources Guidelines and CEQA Significance Thresholds. Monitoring for paleontological resources required during construction activities shall be implemented at the project-level and shall provide mitigation for the loss of important fossil remains with future subsequent development projects that are subject to environmental review.

Prior to Project Approval

A. The environmental analyst shall complete a project-level analysis of potential impacts on paleontological resources. The analysis shall include a review of the applicable USGS Quad maps to identify the underlying geologic formations, and shall determine if construction of a project would:

    - Require over 1,000 cubic yards of excavation and/or a 10-foot, or greater, depth in a high resource potential geologic deposit/formation/rock unit.

    - Require over 2,000 cubic yards of excavation and/or a 10-foot, or greater, depth in a moderate resource potential geologic deposit/formation/rock unit.

    - Require construction within a known fossil location or fossil recovery site. Resource potential within a formation is based on the Paleontological Monitoring Determination Matrix.

B. If construction of a project would occur within a formation with a moderate to high resource potential, monitoring during construction would be required.

    - Monitoring is always required when grading on a fossil recovery site or a known fossil location.

    - Monitoring may also be needed at shallower depths if fossil resources are present or likely to be present after review of source materials or consultation with an expert in fossil resources (e.g., the San Diego Natural History Museum).

    - Monitoring may be required for shallow grading (<10 feet) when a site has previously been graded and/or unweathered geologic deposits/formations/ rock units are present at the surface.

    - Monitoring is not required when grading documented artificial fill. When it has been determined that a future project has the potential to impact a geologic formation with a high or moderate fossil sensitivity rating a Paleontological MMRP shall be implemented during construction grading activities.

**d. Impacts After Mitigation**

Implementation of actions pursuant to Mitigation Measure PALEO-1, would reduce impacts to important paleontology resources to less than significant for future development.

### 5.16.3.2 San Ysidro Historic Village Specific Plan

**a. Impacts**

The SYHVSP area includes two formations with high potential for the occurrence of sensitive paleontological resources: the Bay Point and San Diego formations. While essentially the entire SYHVSP area has been previously disturbed and developed with existing urban uses, grading associated with future development activities could potentially expose undisturbed formational areas, and exceed the criteria noted above in Sections 5.16.1.2 and 5.16.2.

**b. Significance of Impacts**

Based on the presence of formational units exhibiting high and/or moderate potential for the occurrence of sensitive paleontological resources in the SYHVSP area, associated potential impacts from future development activities could be significant.

**c. Mitigation Framework**

Mitigation Measure PALEO-1 would reduce impacts to paleontological resources.

**d. Impacts After Mitigation**

Implementation of actions pursuant to Mitigation Measure PALEO-1, would reduce impacts to important paleontology resources to less than significant for future development.

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# 6.0 CUMULATIVE IMPACTS

## 6.1 Introduction

Section 15355 of the State CEQA Guidelines defines cumulative impacts as "two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts." These individual effects may entail changes resulting from a single project or from a number of separate projects. The cumulative impact from several projects is the change in the environment that results from the incremental impact of the proposed project when added to other past, present and reasonably foreseeable probable future projects. Cumulative impacts can result from individually minor but collectively significant projects occurring over a period of time.

Section 15130 of State CEQA Guidelines requires that an EIR discuss the cumulative impacts of a project when the project's incremental effect would potentially be cumulatively considerable. Cumulatively considerable, as defined in Section 15065(a)(3), means that the incremental effects of the individual project are considerable when viewed in connection with the effects of past projects, other current projects and the effects of probable future projects. Where a lead agency determines the project's incremental effect would not be cumulatively considerable, a brief description of the basis for such a conclusion must be included. In addition, the State CEQA Guidelines allow for a project's contribution to be rendered less than cumulatively considerable with implementation of appropriate mitigation.

According to Section 15130(b) of the State CEQA Guidelines, the discussion of cumulative impacts "…need not provide as great detail as is provided for the effects attributable to the project alone. The discussion should be guided by the standards of practicality and reasonableness." Additionally, one of the following two possible approaches is required for considering cumulative effects:

- A list of past, present and probable future projects producing related or cumulative impacts, including, if necessary, those projects outside the control of the agency; or

- A summary of projections contained in an adopted general plan or related planning document, or in a prior environmental document which has been adopted or certified, which described or evaluated region- or area-wide conditions contributing to the cumulative impact. Any such planning document shall be referenced and made available to the public at a location specified by the lead agency.

Pursuant to Section 15130(d), cumulative impact discussions may rely on previously approved land use documents such as general plans, specific plans, and local coastal plans, and may be incorporated by reference. In addition, no further cumulative impact analysis is required when a project is consistent with such plans, and the lead agency determines that the regional or area-wide cumulative impacts of the proposed project have already been adequately addressed in a certified EIR for that plan.

Section 15130(e) also states that "If a cumulative impact was adequately addressed in a prior EIR for a community plan, zoning action, or general plan, and the project is consistent with that plan

or action, then an EIR for such a project should not further analyze that cumulative impact, as provided in Section 15183(j)."

The cumulative impacts assessment in this section primarily relies on the cumulative impact determinations in the City of San Diego General Plan PEIR. The following issues were identified as cumulatively significant in the General Plan PEIR: agricultural resources, air quality, biological resources, geologic conditions, health and safety, historical resources, hydrology, land use, mineral resources, noise, paleontological resources, population and housing, public services and facilities, public utilities, traffic, visual effects and neighborhood character, water quality, and global warming (greenhouse gases). Consistent with Section 15130(e), where significance of cumulative impacts was previously identified for the General Plan PEIR, and the proposed SYCPU is consistent, those impacts do not need to be analyzed further. Where the proposed SYCPU would add incremental effects to the issues identified above, however, the effects associated with the proposed SYCPU are also considered cumulatively significant. Based on the noted considerations, all of the issues areas identified as cumulatively significant in the General Plan PEIR are assessed below.

# 6.2 Cumulative Analysis Setting

A broad examination of cumulative impacts involves considering the proposed SYCPU together with growth of the SYCPU area. Development pursuant to the General Plan would occur in accordance with the land use designations and development intensities identified in the Land Use and Community Planning Element. The land uses and the associated potential development designated in the General Plan correlates to regional growth estimates made by SANDAG.

The population growth projected to occur by 2035, the year projected for build-out of the proposed SYCPU, would necessitate augmentation of the current housing stock, infrastructure, and public services within the proposed SYCPU area. Cumulative impacts would occur as a result of multiple projects developed by 2035. The strategy of the General Plan is to anticipate the cumulative effects of growth, and plan accordingly in a manner that is balanced in its approach. The focused growth strategy addresses future growth as a whole, and proposes policies to avoid impacts on a cumulative basis.

# 6.3 Assessment of Cumulative Impacts

## 6.3.1 Land Use

### 6.3.1.1 SYCPU

#### a. Consistency with Adopted Plans, Policies, and Regulations

The General Plan PEIR (2008c) concludes that under General Plan development: "incremental adverse physical changes to the environment associated with land use impacts, when viewed in connection with such adverse physical changes associated with land use impacts elsewhere in the county, are considered cumulatively significant and unavoidable." As discussed in Section 5.1, *Land Use,* the proposed SYCPU contains eight plan elements, each providing community-specific goals and recommendations, along with an implementation element. As a result, the analysis in Section

5.1 concludes that "…the proposed SYCPU incorporates goals and policies intended to support the General Plan policies. Therefore, land use impacts related to consistency with the General Plan would be less than significant."

Section 5.1 also assesses SYCPU consistency with land development code regulations, including general requirements (e.g., zoning), ESL standards (e.g., biological resources, steep hillsides, and floodplains), and historical resource guidelines, as well as applicable elements of the California Coastal Act and the SANDAG RCP. From this analysis, it is concluded that the proposed SYCPU would be consistent with the identified requirements, based on implementation of the noted SYCPU plan elements, along with proposed land use designation/zoning designations, mandatory regulatory compliance for future SYCPU development, and the proposed SYCPU LCP. As a result, associated potential impacts are concluded to be less than significant, "…because the goals, policies, and programs of the proposed SYCPU are consistent with existing applicable local and regional land use plans, policies, and regulations…".

Accordingly, while the proposed SYCPU would contribute to an overall increase in urban density within the SYCPU area, associated potential cumulative impacts are addressed in the General Plan through the adoption of specific design and planning standards. As indicated above, these standards are reflected in the proposed SYCPU to ensure consistency with the General Plan. As a result, because potential cumulative land use effects were anticipated and addressed in the General Plan PEIR, and the proposed SYCPU conforms to the associated General Plan standards, potential cumulative land use impacts related to consistency with adopted plans, policies, and regulations from implementation of the proposed SYCPU would be less than significant.

**b. Environmental Plan Consistency**

As described in Section 5.1, the proposed SYCPU area encroaches into the designated MSCP Subarea Plan MHPA in several locations, including sites along the western and eastern SYCPU boundaries. Proposed SYCPU uses in these areas include a roadway (bridge) connection between Calle Primera and Camino de la Plaza in the western area (with this use identified as an allowable use within the MHPA), previously disturbed/developed property in the Tijuana River Valley (west and south of West Calle Primera), permanent open space in most MHPA areas along the eastern SYCPU boundary, and institutional uses in a portion of the designated MHPA located east of Otay Mesa Road and north of Beyer Boulevard (refer to Figures 3-1, *Land Use Plan,* and Figure 7 in the Biological Technical Report included in Appendix F). Specifically, the noted MHPA encroachment areas would encompass approximately 11.4 acres, including approximately 5.6 acres of native habitats. The SYCPU incorporates measures to provide consistency with the MSCP and related General Plan requirements, including Conservation Element Policies 8.1-1 and 8.2-2, which involve requirements to implement applicable policies such as MHPA boundary adjustments and land use adjacency guidelines for proposed development. Based on the described conditions, the analysis in Section 5.1 concludes that potential impacts related to environmental plan consistency from implementation of the SYCPU would be less than significant. Based on these considerations and the fact that the proposed SYCPU would provide consistency with applicable MSCP and General Plan requirements through implementation of measures such as MHPA boundary adjustments, SYCPU open space designations, and MHPA adjacency standards, associated potential cumulative land use impacts would be less than significant.

**c. Airport Land Use Compatibility Plan Consistency**

As outlined in Section 5.1, the SYCPU area is within the FAA Noticing Area and the ALUCP Review Area 2 boundaries for two nearby airports: Brown Field, to the east, and the Imperial Beach NOLF, to the west. Both of the noted noticing and review areas would require mandatory review and approval for applicable future development under the proposed SYCPU. Depending on the results of these reviews, individual projects may be required to implement appropriate measures to maintain compatibility with airport plan requirements. This could potentially include measures such as limits on structure heights, encroachment into projected aircraft operation areas, and glare/lighting effects. Based on mandatory compliance with FAA and ALUCP regulatory criteria, associated potential cumulative land use impacts from implementation of the SYCPU would be less than significant.

**d. Community Division**

As described in Section 5.1, the SYCPU area encompasses an existing community with a mix of residential, commercial, industrial, institutional, recreational, and open space uses. This area is currently divided by a number of major transportation facilities/corridors, including I-5, I-805, and a ~~trolley~~Trolley line. Implementation of the proposed SYCPU would not increase or exacerbate these divisions, with the proposed SYCPU including a number of measures to enhance community connectivity. Specifically, these include new or improved pedestrian bridges, sidewalks, crosswalks, bicycle facilities, public spaces, paseos, intersection improvements, and traffic calming measures, as well as the intensification of land uses along the ~~trolley~~Trolley corridor and the San Ysidro Boulevard commercial corridor. These efforts are intended to foster social interaction within and between neighborhoods, enhance public gathering places and destinations, and provide improved community connectivity and cohesion. As a result, potential cumulative land use impacts related to community division from implementation of the SYCPU would be less than significant.

#### 6.3.1.2 SYHVSP

**a. Consistency with Adopted Plans, Policies, and Regulations**

Potential cumulative land use impacts related to consistency with adopted plans, policies, and regulations from implementation of the proposed SYHVSP would be less than significant for similar reasons as noted above for the SYCPU, as well as the fact that the SYHVSP area is not located within the Coastal Zone.

**b. Environmental Plan Consistency**

Because the SYHVSP is not located within or adjacent to any designated MHPA areas, no associated cumulative land use impacts would result from SYHVSP implementation.

**c. Airport Land Use Compatibility Plan Consistency**

Notification and review requirements for the SYHVSP area related to Brown Field and the Imperial Beach NOLF are generally similar to those described above for the SYCPU, although the SYHVSP area is not located within the Review Area 2 boundary for Brown Field. Accordingly, potential

cumulative land use impacts associated with the noted airports would be less than significant for similar reasons as noted above for the SYCPU.

**d. Community Division**

Potential cumulative land use impacts related to community division from implementation of the proposed SYHVSP would be less than significant for similar reasons as noted above for the SYCPU.

## 6.3.2 Transportation/Circulation

### 6.3.2.1 SYCPU

**a. Traffic Circulation**

The General Plan PEIR concludes that: "…incremental impacts associated with an increase in roadway miles at LOS E or F on the planned transportation network, when viewed in connection with regional traffic LOS impacts, is considered cumulatively significant and unavoidable." (City of San Diego 2008c). The analysis in Section 5.2, *Transportation/Circulation*, of this PEIR provides a similar conclusion of "cumulatively significant impacts" from SYCPU implementation, based on identified horizon year (2035) effects to 31 roadway segments, 25 intersections, and three freeway segments. A series of roadway segment and intersection improvements are proposed to be included in the IFS. Additional improvements are identified which would further reduce traffic impacts. While these improvements would reduce associated traffic impacts to less than significant, their implementation level cannot be assured. Additionally, no mitigation measures for the impacts to three freeway segments are within the ability of the City to assure. Thus, cumulative traffic impacts of the SYCPU on roadway segments and intersections as well as freeways are considered significant and unavoidable.

**b. Alternative Transportation Modes**

While the General Plan PEIR does not specifically address cumulative effects to alternative transportation, potential impacts related to rail/bus, bicycle and pedestrian transportation are evaluated in Section 5.2 of this PEIR. This analysis concludes that impacts to alternative transportation modes from implementation of the proposed SYCPU would be less than significant. Specifically, this conclusion is based on the fact that associated transit (rail/bus), bicycle, and pedestrian improvements would extend new and/or enhance existing alternative transportation opportunities within the SYCPU area, improve local connectivity and accessibility, and increase the percentage of alternative mode trips in the City transportation system. As a result, potential cumulative impacts to alternative transportation modes from implementation of the SYCPU would be less than significant.

### 6.3.2.2 SYHVSP

**a. Traffic Circulation**

Potential cumulative traffic circulation impacts from implementation of the proposed SYHVSP would be significant and unavoidable, for similar reasons as noted above for the SYCPU. Specifically, the SYHVSP analysis in Section 5.2 identifies significant horizon year effects to

nine roadway segments and 14 intersections. As noted above for the SYCPU, a series of roadway segment and intersection improvements with the SYHVSP are identified which would reduce traffic impacts with the SYHVSP. However, as with the SYCPU, implementation of these improvements cannot be guaranteed. Additionally, no mitigation measures for the impacts to freeway segments are within the ability of the City to assure. Thus, cumulative traffic impacts of the SYHVSP on roadway segments and freeways are considered significant and unavoidable.

**b. Alternative Transportation Modes**

Potential cumulative impacts to alternative transportation modes from implementation of the proposed SYHVSP would be less than significant, for similar reasons as noted above for the SYCPU.

## 6.3.3 Air Quality

### 6.3.3.1 SYCPU

The General Plan PEIR identifies significant potential cumulative impacts related to air quality, based on existing non-attainment conditions (e.g., for $PM_{10}$ and $PM_{2.5}$), as well as additional emission generation associated with projected development. While the General Plan analysis notes that conformance with existing related regulatory requirements would generally preclude incremental air quality impacts, additional site-specific mitigation is identified and the analysis concludes that: "…incremental impacts may remain significant and unavoidable where no feasible mitigation exists." Accordingly, the General Plan PEIR concludes that: "…incremental $PM_{10}$ and $PM_{2.5}$ emissions cannot be precluded, and when viewed in connection with $PM_{10}$ and $PM_{2.5}$ emissions from construction activities elsewhere in the county, are considered cumulatively significant and unavoidable."

**a. Conformance to the Regional Air Quality Strategy**

As discussed in the traffic impact analysis prepared for the SYCPU, the Adopted Community Plan land use designations would be expected to generate more ADT than the uses that would be allowed under the proposed SYCPU (472,023 ADT compared to ~~407,233~~441,147 ADT). Thus, while the proposed land uses under the SYCPU were not included in the emissions assumptions contained within the RAQS, the vehicle trips from the SYCPU would be less than those anticipated from the Adopted Community Plan, and would result in lower mobile source emissions. Therefore, approval of the proposed SYCPU would not result in a significant, unavoidable cumulative impact on the RAQS and SIP.

**b. Conformance to Federal and State Ambient Air Quality Standards**

As outlined in Section 5.3, *Air Quality*, of this PEIR, potential impacts from implementation of the SYCPU related to conformance with ambient air quality standards are considered significant, based on the following considerations: (1) the exact number and timing of individual development projects that would occur as a result of SYCPU implementation are unknown, and associated project-level construction emissions cannot be determined (and are thus considered potentially significant); (2) estimates of operational emissions from SYCPU implementation, based on separate modeling for retention of existing land uses (which are subject to older regulatory

standards and associated higher emission levels) and development/redevelopment of proposed land uses (which are subject to current standards with lower allowable emission levels), would exceed the daily screening-level thresholds for VOCs, CO, $PM_{10}$, and $PM_{2.5}$. From these estimates, as well as the fact that the ability of mitigation identified to reduce operational impacts below a level of significance "…cannot be determined at this time…," the analysis in Section 5.3 concludes that the noted operational air quality impacts would be "…significant and unavoidable." Accordingly, potential cumulative air quality impacts associated with SYCPU construction and operation are also considered significant and unavoidable.

**c. Cumulatively Considerable Net Increase of Criteria Pollutants**

As noted above, under the discussion of ambient air quality standards, implementation of the SYCPU is projected to generate emissions that could contribute to existing violations of applicable standards for criteria pollutants including ozone precursors, $PM_{10}$ and $PM_{2.5}$. Because it cannot be demonstrated at the programmatic level that future development would not exceed applicable air quality standards, the analysis in Section 5.3 concludes that associated air quality impacts from implementation of the SYCPU are considered cumulatively significant and unavoidable.

**d. Impacts to Sensitive Receptors**

The analysis in Section 5.3 of this PEIR concludes that potential impacts to sensitive receptors from exposure to CO hotspots and TACs as a result of SYCPU implementation would be "…significant and unavoidable." Specifically, this conclusion is based on the identified potential for exposure of sensitive receptors to CO hotspots and TACs, as well as the fact that the ability of mitigation identified to address these impacts "…cannot be predicted at this time." As a result, potential cumulative impacts related to exposure of sensitive receptors to CO and TACs from SYCPU implementation are also considered significant and unavoidable.

**e. Odor Impacts**

Potential impacts related to odors from implementation of the SYCPU are identified as less than significant in Section 5.3 of this PEIR, based on the following considerations: (1) there are no known industrial sources of long-term odors in the SYCPU area; (2) there are no agricultural operations in the SYCPU area which could potentially generate odors; and (3) future development under the SYCPU is not expected to result in land uses that would produce objectionable odors. Based on the described conclusions, potential cumulative impacts related to odor generation from implementation of the proposed SYCPU are considered less than significant.

#### 6.3.3.2 SYHVSP

**a. Conformance to the Regional Air Quality Strategy**

Potential cumulative impacts related to conformance with the RAQS and SIP from implementation of the SYHVSP would be less than significant for similar reasons as noted above for the SYCPU.

**b. Conformance to Federal and State Ambient Air Quality Standards**

Potential cumulative impacts related to conformance with ambient air quality standards from implementation of the SYHVSP would be significant and unavoidable, for similar reasons as noted above for the SYCPU.

**c. Cumulatively Considerable Net Increase of Criteria Pollutants**

Potential impacts related to the net increase of criteria pollutants from implementation of the SYHVSP would be and significant and unavoidable, for similar reasons as noted above for the SYCPU.

**d. Impacts to Sensitive Receptors**

Potential cumulative impacts to sensitive receptors from exposure to TACs as a result of SYHVSP implementation would be significant and unavoidable, for similar reasons as noted above for the SYCPU.

**e. Odor Impacts**

Potential cumulative impacts related to odors from implementation of the SYHVSP would be less than significant, for similar reasons as noted above for the SYCPU.

## 6.3.4 Greenhouse Gas Emissions

### 6.3.4.1 SYCPU

The General Plan PEIR identifies significant potential cumulative impacts related to GHG emissions, based on projected population growth and the associated increase of GHG emissions. While the General Plan analysis notes that conformance with existing related General Plan goals and policies, including the associated draft GHG Action Plan, would generally avoid or reduce GHG impacts, the analysis concludes that: "…incremental impacts may remain significant and unavoidable where no feasible mitigation exists." Accordingly, the General Plan PEIR concludes that: "…the cumulatively considerable incremental contribution to the worldwide increase in GHG emissions represented by development that is anticipated to occur with implementation of the Draft General Plan is considered significant and unavoidable."

**a. Direct and Indirect Emissions of Greenhouse Gases**

Section 5.4, *Greenhouse Gas Emissions*, of this PEIR concludes that potential impacts related to GHG emissions from implementation of the SYCPU would be less than significant as the GHG emissions from the SYCPU would not be greater than those assumed for the community planning area in the CAP's GHG Inventory.

**b. Consistency With Adopted Plans, Policies, and Regulations for the Purpose of Reducing GHG Emissions**

The analysis in Section 5.4 of this document concludes that potential impacts from SYCPU implementation related to conformance with adopted GHG plans, policies, and regulations would be less than significant. Specifically, the analysis notes that the SYCPU would conform to applicable state, regional, and local guidelines, including the draft City Climate Action Plan, through numerous design and implementation efforts such as green building standards, multi-modal transportation measures, design guidelines, sustainable energy and resource standards, and waste reduction/recycling strategies. Based on the described considerations, potential cumulative impacts related to consistency with adopted GHG plans, policies, and regulations would be less than significant.

#### 6.3.4.2 SYHVSP

**a. Direct and Indirect Emissions of Greenhouse Gases**

Potential cumulative impacts associated with GHG emissions from implementation of the SYHVSP would be less than significant, for similar reasons as noted above for the SYCPU.

**b. Consistency With Adopted Plans, Policies, and Regulations for the Purpose of Reducing GHG Emissions**

Potential cumulative impacts related to consistency with adopted GHG plans, policies, and regulations from implementation of the SYHVSP would be less than significant, for similar reasons as noted above for the SYCPU.

## 6.3.5 Noise

#### 6.3.5.1 SYCPU

The General Plan PEIR identifies significant potential cumulative noise impacts, based on projected increases in ambient noise levels from conditions such as improvements to major transportation facilities and construction of new stationary noise sources. While the General Plan analysis notes that conformance with existing related regulatory requirements generally would preclude exposure of sensitive receptors to increased noise levels, additional site-specific mitigation is identified, and the analysis concludes that: "…incremental impacts may remain significant and unavoidable where no feasible mitigation exists." Accordingly, the General Plan PEIR concludes that: "…incremental exposure of sensitive receptors to increased ambient noise levels…, when viewed in connection with the increased number of trucks, buses, and trains along these corridors and new stationary sources associated with development elsewhere in the county, are considered cumulatively significant and unavoidable."

**a. Compatibility of Proposed Land Uses with City Noise Guidelines**

Section 5.5, *Noise*, of this PEIR identifies significant potential impacts related to noise levels from SYCPU implementation that would exceed City standards. Specifically, these impacts are associated with noise levels exceeding 60 CNEL along: (1) several major roadways, where the

design of existing or future residential development would be unable to achieve interior noise levels of less than 45 dBA; and (2) ~~trolley~~Trolley and freight train lines at distances of approximately 56 feet or less. The discussion in Section 5.5 concludes that implementation of noise attenuation actions required by Mitigation Measure NOI-1 would reduce noise compatibility impacts to less than significant. Thus, implementation of the SYCPU would not contribute to the significant cumulative impacts identified by the General Plan PEIR, and the cumulative impact would be less than significant.

**b. Substantial Noise Level Increase**

Per the discussion in Section 5.5 of this PEIR, while implementation of the SYCPU would increase future (buildout) traffic-related noise levels by more than 3 dBA along a number of local roadway segments, the exterior noise levels along these roadways would remain below 65 CNEL. From this discussion, the analysis concludes that implementation of the SYCPU would not result in a significant increase in noise levels on local roadways. Potential cumulative impacts related to noise level increases are also considered less than significant, based on the following considerations: (1) because the noted assessment of future noise levels is based on SYCPU buildout, no new development within the SYCPU area that could generate substantial additional traffic (and noise level increases) is anticipated; and (2) because an additional increase of approximately 3 dBA would be required to exceed 65 CNEL in most locations, and such an increase would require a doubling of associated traffic levels (as outlined in Section 5.5), this level of increased noise related to additional traffic from sources outside the SYCPU area is not anticipated (with most traffic originating outside the SYCPU area also expected to be located primarily along major freeway corridors).

**c. Vibration Impacts**

As described in Section 5.5 of this PEIR, potentially significant ground-borne vibration impacts related to SYCPU implementation are identified in association with the SDT Blue Line ~~trolley~~Trolley, which bisects the SYCPU area diagonally from northwest to southeast. The discussion in Section 5.5 concludes that implementation of vibration attenuation actions required by Mitigation Measure NOI-2 would reduce vibration impacts to less than significant. Thus, implementation of the SYCPU would not contribute to the significant cumulative impacts identified by the General Plan PEIR, and the cumulative impact would be less than significant.

**d. Construction Noise Impacts**

The analysis in Section 5.5 of this PEIR concludes that potential construction-related noise impacts from implementation of the SYCPU would be less than significant, due to required conformance with related standards in the City Noise Control Ordinance. Based on this conclusion, as well as the fact that construction-related noise impacts are short-term in nature, associated potential cumulative impacts from implementation of the SYCPU would be less than significant.

**e. Airport Noise Impacts**

No significant impacts related to airport-generated noise are identified in Section 5.5 of this PEIR from implementation of the SYCPU. This conclusion is based on the location of the SYCPU area outside the identified 60 CNEL noise contours of both the NOLF and Brown Field, as well as the

fact that identified potential noise impacts from the Tijuana International Airport "…primarily affect open space and industrial uses adjacent to the international border in the Otay Mesa area." As a result, potential cumulative impacts related to airport noise from implementation of the SYCPU would be less than significant.

#### 6.3.5.2 SYHVSP

**a. Compatibility of Proposed Land Uses with City Noise Guidelines**

Potential cumulative impacts related to the compatibility of proposed land uses with City noise guidelines from implementation of the SYHVSP would be less than significant, for similar reasons as described above for the SYCPU.

**b. Substantial Noise Level Increase**

Potential cumulative impacts related to noise level increases from implementation of the SYHVSP would be less than significant, for similar reasons as noted above for the SYCPU.

**c. Vibration Impacts**

Potential cumulative impacts related to vibration from implementation of the SYHVSP would be less than significant, for similar reasons as noted above for the SYCPU.

**d. Construction Noise Impacts**

Potential cumulative impacts associated with construction-related noise from implementation of the SYHVSP would be less than significant, for similar reasons as described above for the SYCPU.

**e. Airport Noise Impacts**

Potential cumulative impacts related to airport noise from implementation of the SYHVSP would be less than significant, for similar reasons as noted above for the SYCPU.

## 6.3.6 Biological Resources

#### 6.3.6.1 SYCPU

The General Plan PEIR identifies significant potential cumulative impacts to biological resources, based on the fact that future development could occur on or adjacent to undeveloped land, and result in impacts to biological resources including native habitat, wetlands, wildlife movement, and sensitive species. While the General Plan analysis states that conformance with existing related regulatory requirements would generally preclude incremental impacts to biological resources, additional site-specific mitigation is identified, and the analysis notes that "…incremental impacts may remain significant and unavoidable where no feasible mitigation exists." Accordingly, the General Plan PEIR concludes that: "…incremental biological resources impacts cannot be precluded, and when viewed in connection with regional impacts to unprotected species, habitats and other resources, are considered cumulatively significant and unavoidable."

**a. Sensitive Species**

As outlined in Section 5.6, *Biological Resources*, of this PEIR, implementation of the SYCPU would potentially result in significant impacts to sensitive plant and wildlife species, both directly through the loss of habitat, and indirectly by placing development adjacent to the MHPA. Specifically, potential impacts to federal or State-listed species, MSCP Covered Species, Narrow Endemic Species, plant species with a CNPS Rare Plant Rank of 1 or 2, and wildlife species included on the CDFW Special Animals List would likely be significant. Additionally, impacts to active bird nests of species protected by the federal Migratory Bird Treaty Act and California Fish and Game Code would be significant. Although implementation of the SYCPU has the potential to result in significant direct and indirect impacts on sensitive plant and animal species, these impacts can be mitigated at the project level through implementation of the Mitigation Framework, which requires site-specific environmental review, analysis of potential impacts on biological resources, and mitigation to reduce significant project-level impacts to below a level of significance. This reduction in impacts combined with the City's implementation of the MSCP would result in less than significant cumulative impacts on sensitive species from the SYCPU.

**b. Sensitive Habitats**

The analysis of sensitive habitats in Section 5.6 of this PEIR concludes that related potential impacts from implementation of the proposed SYCPU would be significant, based on assumed effects to areas containing Tier I, II, and IIIB habitats and wetlands, as well as areas within the MHPA. Although implementation of the SYCPU has the potential to result in significant direct and indirect impacts on sensitive habitats/communities, these impacts can be mitigated at the project level through implementation of the Mitigation Framework, which requires site-specific environmental review, analysis of potential impacts on biological resources, and mitigation to reduce significant project-level impacts to below a level of significance. This reduction in impacts combined with the City's implementation of the MSCP would result in less than significant cumulative impacts on sensitive habitats/communities from the SYCPU.

**c. Wetlands**

Section 5.6 of this PEIR concludes that potential impacts to wetlands (and non-wetland waters) from implementation of the proposed SYCPU would be significant. Specifically, these impacts would be associated with the proposed extension of Calle Primera to Camino de la Plaza, with the related wetland resources regulated by the City, CDFW, USACE, RWQCB, and USFWS (if listed species are present). Although implementation of the SYCPU has the potential to result in significant direct and indirect impacts on wetlands, these impacts can be mitigated at the project level through implementation of the Mitigation Framework, which requires site-specific environmental review, analysis of potential impacts on biological resources, and mitigation to reduce significant project-level impacts to below a level of significance. This reduction in impacts combined with the City's implementation of the MSCP would result in less than significant cumulative impacts on wetlands from the SYCPU.

**d. Wildlife Movement**

As outlined in Section 5.6 of this PEIR, there are no regional wildlife movement corridors in the SYCPU area, although the former Tijuana River channel in the western portion of the SYCPU area

may provide local access to resources for resident or migratory species. Associated potential impacts to wildlife movements from the proposed extension of Calle Primera to Camino de la Plaza (regardless of the option constructed) would be less than significant, however, as the proposed crossing consists of a bridge structure that would not preclude local use of the habitat by wildlife. Based on the described considerations, potential cumulative impacts to wildlife movement from implementation of the SYCPU would be less than significant.

**e. Conservation Planning**

The analysis in Section 5.6 of this document concludes that no significant impacts related to conservation planning would result from implementation of the proposed SYCPU. This conclusion is based on the fact that all related future development would be required to comply with applicable requirements of the City MSCP Subarea Plan and MHPA, including criteria associated with boundary adjustments and Land Use Adjacency Guidelines. As a result, potential cumulative impacts to conservation planning from implementation of the SYCPU would be less than significant.

**f. MHPA Edge Effects**

As described in Section 5.6 of this document, potential impacts associated with MHPA edge effects from implementation of the proposed SYCPU would be less than significant. This conclusion is based on required conformance with applicable MSCP and MHPA requirements for future SYCPU development, as outlined above for conservation planning. Accordingly, potential cumulative impacts related to MHPA edge effects from implementation of the SYCPU would be less than significant.

**g. Conflicts with Local Policies/Ordinances**

No significant impacts related to conflicts with local policies and ordinances from SYCPU implementation are identified in Section 5.6 of this PEIR, based on mandatory conformance with City ESL regulations (including required avoidance of MHPA lands, wetlands, vernal pools in naturally occurring complexes, MSCP-Covered Species, and MSCP Narrow Endemics). The analysis in Section 5.6 also notes, however, that mitigation identified to address potential SYCPU impacts to sensitive species and habitats "…may be required to assure compliance with ESL regulations." Based on the described considerations, including implementation of appropriate mitigation measures, as noted, potential cumulative impacts related to conflicts with local policies and ordinances from implementation of the SYCPU would be less than significant.

**h. Introduction of Invasive Species**

Section 5.6 of this PEIR concludes that potential impacts related to the introduction of invasive species from implementation of the proposed SYCPU would be less than significant. This conclusion is based on required conformance with MHPA Land Use Adjacency Guidelines to exclude exotic plant/invasive species from landscape plans and include an appropriate mix of native species. Based on the described considerations, potential cumulative impacts related to the introduction of invasive species from implementation of the SYCPU would be less than significant.

#### 6.3.6.2 SYHVSP

**a. Sensitive Species**

The analysis in Section 5.6 of this PEIR concludes that no potential impacts to sensitive species would result from implementation of the SYHVSP, as there are no sensitive species present in the SYHVSP area. Accordingly, no potential cumulative impacts to sensitive species would occur in association with SYHVSP implementation.

**b. Sensitive Habitats**

As outlined in Section 5.6 of this document, no sensitive habitats are present within the SYHVSP area, and no associated impacts would result from implementation of the proposed SYHVSP. As a result, no potential cumulative impacts to sensitive habitats would occur in association with SYHVSP implementation.

**c. Wetlands**

Because, as described in Section 5.6 of this PEIR, there are no wetlands (or non-wetland waters) present in the SYHVSP area, no associated impacts would result from SYHVSP implementation. Based on these conditions, no potential cumulative impacts to sensitive habitats would occur in from implementation of the proposed SYHVSP.

**d. Wildlife Movement**

No impacts to wildlife movements from SYHVSP implementation are identified in Section 5.6 of this PEIR, based on the fact that no associated habitat or wildlife movement corridors are present in the SYHVSP area. Accordingly, no potential cumulative impacts to wildlife movements would occur in association with the proposed SYHVSP.

**e. Conservation Planning**

The analysis in Section 5.6 of this PEIR concludes that no impacts to conservation planning would result from implementation of the SYHVSP, as the SYHVSP area is not located within or adjacent to the MHPA. As a result, no potential cumulative impacts to conservation planning would occur in association with SYHVSP implementation.

**f. MHPA Edge Effects**

As noted above under the discussion of conservation planning, the SYHVSP area is not located within or adjacent to the MHPA and no associated impacts related to MHPA edge effects are identified in Section 5.6 of this PEIR. Based on these conditions, no potential cumulative impacts related to MHPA edge effects would result from implementation of the proposed SYHVSP.

**g. Conflicts with Local Policies/Ordinances**

As outlined in Section 5.6 of this document, no impacts related to conflicts with local policies and ordinances would result from SYHVSP implementation, based on the fact that the SYHVSP area does not encompass any ESL and is not located with or adjacent to the MHPA. Accordingly, no

potential cumulative impacts related to conflicts with local policies and ordinances would occur in association with implementation of the proposed SYHVSP.

**h. Introduction of Invasive Species**

Because, as described in Section 5.6 of this PEIR, no natural open space (i.e., MHPA) occurs within or adjacent to the SYHVSP area, no impacts related to the introduction of invasive species would result from SYHVSP implementation. As a result, no potential cumulative impacts related to invasive species introduction would occur from implementation of the proposed SYHVSP.

## 6.3.7 Historical Resources

### 6.3.7.1 SYCPU

The General Plan PEIR identifies significant potential cumulative impacts to cultural/historical resources, based on potential grading, excavation and/or demolition associated with projected future development, as well as the fact that "Archaeological resources and prehistoric human remains may be difficult to detect prior to construction activities, as they are generally located below the ground surface." While the General Plan analysis states that conformance with existing related regulatory requirements would generally preclude incremental impacts to historical/archaeological resources and human remains, additional site-specific mitigation is identified and the analysis notes that "…incremental impacts may remain significant and unavoidable where no feasible mitigation exists." Accordingly, the General Plan PEIR concludes that: "…incremental impacts related to historical and archaeological resources and prehistoric human remains, when viewed in connection with historical resources impacts elsewhere in the county, are considered cumulatively significant and unavoidable."

**a. Historical or Archaeological Impacts**

As outlined in Section 5.7, *Historical Resources*, of this PEIR, implementation of the SYCPU would potentially result in significant impacts to historical and/or archaeological resources. Specifically, the San Ysidro community includes known historical and archaeological resources, and future development under the SYCPU could impact these sites, as well as subsurface cultural resources which have not been identified by previous studies. Future development implemented in accordance with the SYCPU that would potentially result in impacts on historical and archeological resources would be required to implement the mitigation measures identified in Section 5.7. Implementation of Mitigation Measure HIST-1, combined with SYCPU policies promoting the identification and preservation of significant resources, would reduce the impact of the SYCPU on historical resources to less than significant. However, the discussion in Section 5.7 concludes that full implementation of Mitigation Measure HIST-2, cannot be guaranteed. Thus, cumulative impacts of the SYCPU on historical resources would be cumulatively.

**b. Religious or Sacred Impacts**

The analysis in Section 5.7 identifies known sacred lands within the SYCPU area vicinity. As a result, the analysis concludes that future development under the SYCPU could result in significant impacts to religious or sacred sites. Future development implemented in accordance with the SYCPU that would potentially result in impacts on religious or sacred resources would be required

to implement the mitigation measures identified in Section 5.7. These mitigation measures, combined with SYCPU policies promoting the identification and preservation of significant resources, reduce the program-level impact of the SYCPU to less than significant. Thus, cumulative impacts of the SYCPU on religious and sacred resources would be less than significant.

**c. Human Remains**

Section 5.7 of this PEIR concludes that human remains could potentially occur within the SYCPU area, and that associated impacts from SYCPU implementation would be significant. Associated mitigation is identified, and includes requirements to implement applicable provisions of Public Resources Code Section 5097, consult the Native American monitor during the preparation of the written report and, if requested by the Native American community, allow participation of an observer for subsurface investigations on private property. Based on the described efforts, the analysis in Section 5.7 concludes that identified mitigation "…would reduce potential impacts on human remains to less than significant." As a result, potential cumulative impacts to human remains from implementation of the SYCPU would be less than significant.

#### 6.3.7.2 SYHVSP

**a. Historical or Archaeological Impacts**

Implementation of Mitigation Measure HIST-1, combined with SYCPU policies promoting the identification and preservation of significant resources, would reduce the impact of the SYHVSP on historical resources to less than significant. However, the discussion in Section 5.7 concludes that full implementation of Mitigation Measure HIST-2, cannot be guaranteed. Thus, cumulative impacts of the SYHVSP on historical resources would be cumulatively significant and unavoidable.

**b. Religious or Sacred Impacts**

With implementation of the mitigation measures identified in Section 5.7 on the project level, cumulative impacts associated with religious or sacred sites from implementation of the SYHVSP would be less than significant.

**c. Human Remains**

Potential cumulative impacts associated with human remains from implementation of the SYHVSP would be less than significant, for similar reasons as noted above for the SYCPU.

## 6.3.8 Visual Effects and Neighborhood Character

#### 6.3.8.1 SYCPU

The General Plan PEIR identifies significant potential cumulative visual and neighborhood character impacts, based on anticipated effects to scenic views, topographic/relief features, and community character from projected development. While the General Plan analysis notes that conformance with existing related regulatory requirements (including General Plan and CEQA standards) would generally preclude visual/character impacts, additional site-specific mitigation is identified and the analysis notes that "…incremental impacts may remain significant and

unavoidable where no feasible mitigation exists." Accordingly, the General Plan PEIR concludes that: "…incremental impacts related to…public views or to any significant visual landmarks or scenic vistas…, substantial changes in topography or to ground surface relief features, and negative and substantial alteration of the existing character of the plan area are considered cumulatively significant and unavoidable."

**a. Public Views**

As outlined in Section 5.8, *Visual Effects and Neighborhood Character*, of this PEIR, potential impacts related to public views, visual landmarks and gateways from implementation of the proposed SYCPU would be less than significant. This conclusion is based on conformance with applicable City General Plan, Community Plan, and LDC standards, along with related policies in the SYCPU. Based on these considerations, as well as the fact that the proposed SYCPU is consistent with related elements of the General Plan, potential cumulative impacts associated with public views, visual landmarks and scenic vistas, would be less than significant.

**b. Neighborhood Character**

The analysis of potential neighborhood character impacts in Section 5.8 of this PEIR concludes that such effects would be less than significant, based on implementation of/compliance with applicable land use and mobility elements of the proposed SYCPU, as well as related requirements under the City LDC. Based on these considerations, as well as the fact that the proposed SYCPU is consistent with related elements of the General Plan, potential cumulative impacts associated with neighborhood character compatibility would be less than significant.

**c. Landform Alteration**

The analysis of potential landform alteration impacts in Section 5.8 of this PEIR concludes that such effects would be less than significant, based on the following considerations: (1) future development under the proposed SYCPU would mostly occur within the generally level portion of the SYCPU area that is already developed, and associated future development activities would not substantially alter existing landforms; (2) the proposed future roadway connection over the Dairy Mart Ponds would not substantially change existing landforms in this generally level area; and (3) future development on more substantial topography in the eastern portion of the SYCPU would be governed by a Specific Plan process that is required by related policies in the proposed SYCPU, as well as other applicable regulatory guidelines (e.g., ESL). Based on these considerations, as well as the fact that the proposed SYCPU is consistent with related elements of the General Plan, potential cumulative impacts associated with landform alteration would be less than significant.

#### 6.3.8.2 SYHVSP

**a. Public Views**

Potential cumulative impacts associated with public views from implementation of the SYHVSP would be less than significant, for similar reasons as noted above for the SYCPU.

**b. Neighborhood Character**

Potential cumulative impacts associated with neighborhood character from implementation of the SYHVSP would be less than significant, for similar reasons as noted above for the SYCPU.

**c. Landform Alteration**

Based on the analysis in Section 5.8 of this PEIR, potential cumulative impacts related to landform alteration from implementation of the SYHVSP would be less than significant. Specifically, much of the SYHVSP area has been previously developed and exhibits generally level topography with an absence of natural landforms.

## 6.3.9 Human Health/Public Safety/Hazardous Materials

### 6.3.9.1 SYCPU

**a. Health Hazards**

The General Plan PEIR identifies a number of potential cumulative impacts related to health hazards (hazardous materials), based on projected population growth and the associated potential increase in exposure of people to such hazards. The General Plan PEIR analysis also concludes, however, that: "Compliance with existing local, state, and federal regulations pertaining to hazardous materials…would ensure that cumulative impacts to health and safety related to these issues would be less than significant." The analysis in Section 5.9, *Human Health/Public Safety/Hazardous Materials*, of this PEIR provides a similar conclusion, noting that: "Potential impacts related to hazardous materials and associated health hazards from implementation of the SYCPU would be avoided or reduced below a level of significance through mandatory conformance with applicable regulatory/industry standard and codes, including approval from the County DEH/HMD and other pertinent requirements as outlined in Section 5.9.1.3." Based on the described conditions, as well as the fact that the proposed SYCPU is consistent with related elements of the General Plan, potential cumulative impacts associated with health hazards would be less than significant.

**b. Flood Hazards**

The General Plan PEIR identifies potential cumulative impacts related to flood hazards (including floodplains, tsunamis, and seiches), for similar reasons as noted above for health hazards. These potential impacts are concluded to be less than significant for tsunami and seiche hazards, based on "Current regulations, development code, and emergency management plans…" as well as the fact that "The continual review and updating of these documents and regulations would further reduce potential cumulative impacts." While the General Plan analysis notes that conformance with existing related regulatory requirements generally would also preclude exposure to floodplain-related hazards, additional site-specific mitigation is identified, and the analysis concludes that: "incremental impacts may remain significant and unavoidable where no feasible mitigation exists."

As described in Section 5.9 of this PEIR, mapped 100-year floodplains within the SYCPU area are limited primarily to currently undeveloped portions of the Tijuana River floodplain located south

of I-5, north of Camino De La Plaza, and east of Dairy Mart Road, with this area proposed as permanent open space under the SYCPU. Additionally, while minor portions of the SYCPU area that are currently developed for commercial use are also located with the noted 100-year floodplain, these areas are identified for commercial use under the SYCPU, and would be subject to existing associated regulatory requirements to avoid or address potential flood hazards (potentially including efforts to elevate structures above the base flood elevations or provide flood-proofing). As a result, no significant flood-related impacts would result from implementation of the proposed SYCPU, and associated potential cumulative impacts would be less than significant.

The analysis in Section 5.9 also identifies potential flood-related hazards associated with failure of the Rodriguez Dam and Reservoir, located approximately 10.5 miles southeast of the SYCPU area along the Tijuana River in Mexico (with dam-related flood hazards not addressed in the General Plan PEIR). These impacts were concluded to be less than significant, however, based on the extensive nature of regulatory requirements for dam design, monitoring, testing, inspection, remediation/repair, and reporting, and the resulting extremely low potential for dam failure. Accordingly, potential cumulative impacts associated with dam-related flooding from implementation of the SYCPU would be less than significant.

**c. Aircraft-related Hazards**

The General Plan PEIR identifies significant potential cumulative impacts associated with aircraft-related hazards, based on the projected increase in "…the population of people living near airports…"and the related "…risks associated with aircraft operations accidents." As discussed above for flood hazards, conformance with existing related regulatory requirements, along with site-specific mitigation, is generally anticipated to preclude aircraft-related hazards, although impacts could remain significant and unavoidable where no feasible mitigation exists. As described in Section 5.9 of this PEIR, potential aircraft-related hazard impacts from implementation of the SYCPU would be less than significant, based on the location of the SYCPU area outside of airport APZs. Additionally, as noted above in Section 6.1.1, *Land Use*, development within the SYCPU area would require mandatory review and approval from the FAA and/or ALUC to ensure compatibility with airport plan requirements. Based on the described conditions, as well as the fact that the proposed SYCPU is consistent with related elements of the General Plan, potential cumulative impacts associated with aircraft hazards would be less than significant.

**d. Emergency Response and Evacuation Plans**

The General Plan PEIR analysis identifies potential cumulative effects to emergency response and evacuation plans in association with projected population growth. As noted above for health hazards, however, the General Plan PEIR concludes that such impacts would be less than significant based on required conformance with associated existing local, state, and federal regulations.

The analysis in Section 5.9 of this PEIR provides a similar conclusion, noting that: "Potential impacts related to impairment or interference with emergency response and evacuation plans from implementation of the proposed SYCPU would be less than significant, based on the nature of the proposed SYCPU development and required compliance with associated criteria under MHMP, SD-OHC, and EOP guidelines." Based on the described conditions, as well as the fact that

the proposed SYCPU is consistent with related elements of the General Plan, potential cumulative impacts associated with emergency response and evacuation plans would be less than significant.

**e. Wildfire Hazards**

The General Plan PEIR identifies significant potential cumulative impacts associated with wildfire hazards, based on the previously described projected increase in population and exposure of people to wildfire hazard areas. As discussed above for flood hazards, conformance with existing related regulatory requirements, along with site-specific mitigation, is generally anticipated to address wildfire hazards, although impacts could remain significant and unavoidable where no feasible mitigation exists. Accordingly, the General Plan PEIR concludes that: "…an incremental increase in the number of people exposed to hazards related to wildfires cannot be precluded, and when viewed in connection with the regional expose of people to such hazards, is considered cumulatively significant and unavoidable."

The analysis of potential wildfire hazards in Section 5.9 of this PEIR concludes that associated impacts from implementation of the SYCPU would be less than significant, based on required compliance with applicable state and City standards associated with fire hazards and prevention (as outlined in Section 5.9.1.3). Consequently, cumulative impacts related to wildfire hazard are considered less than significant.

#### 6.3.9.2 SYHVSP

**a. Health Hazards**

Potential cumulative impacts related to hazardous materials and associated health hazards from implementation of the SYHVSP would be less than significant, for similar reasons as noted above for the SYCPU.

**b. Flood Hazards**

Potential cumulative impacts related to flood hazards from implementation of the SYHVSP would be less than significant for similar reasons as noted above for the SYCPU, as well as the fact that no mapped 100-year floodplains are located within or adjacent to the SYHVSP area.

**c. Aircraft-related Hazards**

Potential cumulative impacts associated with aircraft-related hazards from implementation of the SYHVSP would be less than significant, for similar reasons as noted above for the SYCPU.

**d. Emergency Response and Evacuation Plans**

Potential cumulative impacts associated with emergency response and evacuation plans from implementation of the SYHVSP would be less than significant, for similar reasons as noted above for the SYCPU.

**e. Wildfire Hazards**

Potential cumulative impacts associated with wildfire hazards from implementation of the SYHVSP would be less than significant, for similar reasons as noted above for the SYCPU.

## 6.3.10 Hydrology, Water Quality, and Drainage

### 6.3.10.1 SYCPU

The General Plan PEIR identifies significant potential cumulative impacts to hydrology, water quality and drainage, based on projected development. Specifically, such activities could result in the conversion of existing pervious areas (e.g., vegetation) to impervious surfaces such as paved highways, streets, rooftops, and parking lots. Because pervious do not absorb rainwater, they can potentially affect absorption rates, drainage patterns, or the rate of surface runoff. In addition, urban development (e.g., impervious areas) typically generates higher levels of pollutants than undeveloped or vegetated sites, with these pollutants potentially entering downstream receiving waters through surface runoff. While the General Plan analysis notes that conformance with existing related regulatory requirements would generally address potential hydrology, water quality and drainage impacts (e.g., through City and related NPDES standards), additional site-specific mitigation is identified, and the analyses for both drainage and water quality issues note that incremental impacts may not be fully addressed through regulatory conformance, and require additional measures. Accordingly, the General Plan PEIR concludes that incremental hydrological impacts related to absorption rates, drainage patterns, rates of surface runoff, and water quality, when viewed in connection with hydrological impacts elsewhere in the county, are considered cumulatively significant and unavoidable.

**a. Runoff**

The analysis in Section 5.10, *Hydrology, Water Quality, and Drainage*, of this PEIR concludes that potential impacts related to runoff generation from implementation of the SYCPU would be less than significant, based on the fact that associated overall runoff rates and amounts are likely to decrease due to existing development levels and mandatory compliance with regulatory requirements. Specifically, the analysis notes that the SYCPU area is already largely impervious, and "…the volume or rates of runoff are not likely to be increased by new development." In addition, existing regulatory standards under City and related (e.g., NPDES and SYCPU) criteria include efforts to limit/regulate runoff through efforts such as the use of LID measures (e.g., bioretention basins) and hydromodification management (e.g., open space preservation). Based on these considerations, as well as the fact that the proposed SYCPU is consistent with related elements of the General Plan, potential cumulative impacts associated with runoff generation would be less than significant.

As outlined in Section 5.10 of this document, potential impacts related to flooding from implementation of the SYCPU would be less than significant, based on the fact that most mapped 100-year floodplains are located within areas proposed as open space, and minor sites identified for development under the SYCPU within 100-year floodplain boundaries would be subject to mandatory regulatory requirements to either remove (i.e., elevate) structures from the floodplain or provide flood-proofing. Based on the noted considerations, no additional development within

the SYCPU area would be subject to flood-related hazards, and associated potential cumulative impacts would be less than significant.

**b. Pollutant Discharge**

The analysis in Section 5.10 of this PEIR concludes that potential impacts related to pollutant discharge from implementation of the SYCPU would be less than significant, based on mandatory compliance with associated regulatory requirements. Specifically, this would include City and related NPDES storm water standards, which would entail preparation of site-specific water quality analyses for future development to identify applicable site design, source control and treatment control BMPs. In addition, many of the standard BMPs required under current regulatory guidelines also encompass LID measures to effectively avoid or reduce pollutant generation and discharge. Based on these considerations, as well as the fact that the proposed SYCPU is consistent with related elements of the General Plan, potential cumulative impacts associated with pollutant discharge would be less than significant.

**c. Water Quality**

As noted above and in Section 5.10 of this PEIR, implementation of the SYCPU would be subject to mandatory compliance with existing water quality regulatory standards. As a result, associated potential water quality impacts (including effects to groundwater) related to water quality concerns would be less than significant.

#### 6.3.10.2 SYHVSP

**a. Runoff**

Potential cumulative impacts associated with runoff generation and flood-related hazards from implementation of the SYHVSP would be less than significant, for similar reasons as noted above for the SYCPU.

**b. Pollutant Discharge**

Potential cumulative impacts associated with pollutant discharge from implementation of the SYHVSP would be less than significant, for similar reasons as noted above for the SYCPU.

**c. Water Quality**

Potential cumulative impacts associated with water quality from implementation of the SYHVSP would be less than significant, for similar reasons as noted above for the SYCPU.

## 6.3.11 Population and Housing

### 6.3.11.1 SYCPU

#### a. Population Displacement

The General Plan PEIR notes that implementation of City General Plan and CEQA policies, as well as compliance with associated regulatory requirements, would generally preclude incremental impacts related to the displacement of substantial numbers of people or housing. These requirements, along with site-specific mitigation, are generally anticipated to address incremental displacement impacts, although impacts could remain significant and unavoidable where no feasible mitigation exists. Accordingly, the General Plan PEIR concludes that: "…the incremental displacement of substantial numbers of people…when viewed in connection with displacement… elsewhere in the county, is considered cumulatively significant and unavoidable."

The analysis of potential population displacement in Section 5.11, *Population and Housing*, of this PEIR concludes that associated impacts from implementation of the SYCPU would be less than significant, based on their temporary nature and the noted requirements for associated regulatory compliance. Based on these considerations, as well as the fact that the proposed SYCPU is consistent with related elements of the General Plan, potential cumulative impacts associated with population displacement would be less than significant.

### 6.3.11.2 SYHVSP

#### a. Population Displacement

Potential cumulative impacts associated with population displacement from implementation of the SYHVSP would be less than significant, for similar reasons as noted above for the SYCPU.

## 6.3.12 Public Services

### 6.3.12.1 SYCPU

#### a. Public Services and Facilities

The General Plan PEIR identifies significant potential cumulative impacts associated with police, fire, schools, libraries, parks, and other services, based on related demands from projected development. Conformance with existing related regulatory requirements, along with site-specific mitigation, is generally anticipated to address these impacts, although it is noted that they could remain significant and unavoidable where no feasible mitigation exists. Accordingly, the General Plan PEIR concludes that: "…incremental impacts associated with the construction of future public services and facilities infrastructure improvements, when viewed in connection with the increased regional demand for and construction of such improvements, are considered cumulatively significant and unavoidable."

The analysis in Section 5.12, *Public Services*, concludes that impacts from implementation of the SYCPU to police and fire services, schools, libraries and parks would be less than significant, based on the following considerations: (1) any changes to police staffing or facilities would be dependent

on division and citywide needs, as determined by the Police Department (which does not plan future operational needs based on individual projects such as the SYCPU), with no new construction of police facilities that could result in physical changes to the environment anticipated from the SYCPU; (2) construction of Fire Station 49 in the adjoining Otay Mesa community is expected to provide adequate fire protection in the SYCPU area, and no new fire facilities that could result in physical impacts on the environment would result from SYCPU implementation; (3) the required payment of school fees would address potential impacts related to development of new schools, and no new school facilities are anticipated from SYCPU implementation; (4) planned construction of a new library, together with the existing library in the adjoining Otay Mesa community, would provide adequate library services for SYCPU buildout, and no new library facilities that could result in physical impacts on the environment are anticipated from the SYCPU; and (5) while development of additional park and recreational facilities (and related physical impacts on the environment) could result from SYCPU implementation, any such facilities would be subject to separate environmental review.

From the above discussion, potential cumulative impacts related to police and fire services, schools, parks and libraries from implementation of the SYCPU would be less than significant, due to the fact that either no related new facilities would be required or would be subject to subsequent environmental review.

#### 6.3.12.2 SYHVSP

**a. Public Services and Facilities**

Potential cumulative impacts related to police and fire services, schools, parks, and libraries from implementation of the SYHVSP would be less than significant, for similar reasons as noted above for the SYCPU.

## 6.3.13 Public Utilities

#### 6.3.13.1 SYCPU

**a. Water Supply**

The analysis of potential cumulative water supply impacts in the General Plan PEIR concludes that such effects are less than significant, based on supply and demand projections provided in the San Diego County Water Authority Urban Water Master Plan. The General Plan analysis also notes that "If unforeseen water shortages occur and alternative water sources are not available, development that could significantly impact water supply either individually or cumulatively shall only receive entitlement from the City if it is conditioned with all reasonable mitigation to avoid, minimize, or offset the impact." The evaluation of potential water supply effects in Section 5.13, *Public Utilities*, of this PEIR concludes that no associated significant impacts would result from implementation of the proposed SYCPU, based on the results of a project-specific WSA completed for the SYCPU (Appendix K of this PEIR). Specifically, the analysis concludes that "…there is sufficient water supply to serve existing and projected demands of the SYCPU, and future water demands within the PUD's service area in normal and dry year forecasts during a 20-year projection." Based on the described conditions, as well as the fact that the proposed SYCPU is

consistent with related elements of the General Plan, potential cumulative impacts associated with water supply would be less than significant.

**b. Utilities**

The General Plan PEIR does not identify significant cumulative impacts related to public utility infrastructure including storm water, water, wastewater, and solid waste systems/facilities. This conclusion is based on required conformance with the City General Plan and CEQA processes for applicable development projects, with the analysis concluding that "implementation of the above policies and compliance with federal, state, and local regulations would preclude incremental impacts associated with new construction of, or improvements to, public utilities infrastructure." The General Plan PEIR also notes that energy demand associated with utility system additions or enhancements could potentially be excessive, with this issue addressed separately below under Energy. The evaluation of potential effects related to storm water, water, wastewater, and communication systems in Section 5.13 of this PEIR concludes that no associated significant impacts would result from implementation of the proposed SYCPU, based on mandatory compliance with City standards for the design, construction, and operation of storm water, water and wastewater infrastructure (including environmental review), as well as the fact that communication system facilities would be provided by private entities on an as-needed basis (and are also subject to applicable City technical and environmental standards). As a result, the proposed SYCPU would be consistent with applicable elements of the General Plan, and potential cumulative impacts associated with storm water, water, wastewater, and communication systems would be less than significant.

**c. Solid Waste Management**

The General Plan PEIR concludes that potential cumulative impacts related to solid waste would be less than significant. The assessment of solid waste management in Section 5.13 of this PEIR provides a similar conclusion, noting that while implementation of the proposed SYCPU would increase solid waste management needs for future residents and businesses, "…future development…from implementation of the SYCPU would…comply with the City's Refuse and Recyclable Materials Storage Regulations, the Recycling Ordinance, and the Construction and Demolition (C&D) Debris Deposit Ordinance, among others…" and "would…be evaluated on a project-specific basis for potential impacts to solid waste management." The City's thresholds of significance provide a two-tiered determination, with 60 tons being the threshold at which potentially significant cumulative impacts may occur. Based on the described conditions, as well as the fact that the proposed SYCPU is consistent with related elements of the General Plan, potential cumulative impacts associated with solid waste management would be less than significant.

### 6.3.13.2 SYHVSP

**a. Water Supply**

Potential cumulative impacts associated with water supply from implementation of the SYHVSP would be less than significant, for similar reasons as noted above for the SYCPU.

**b. Utilities**

Potential cumulative impacts associated with storm water and communication systems from implementation of the San Ysidro Historic Village Specific Plan would be less than significant, for similar reasons as noted above for the SYCPU.

**c. Solid Waste and Recycling**

Potential cumulative impacts associated with solid waste and recycling from implementation of the SYHVSP would be less than significant, for similar reasons as noted above for the SYCPU.

## 6.3.14 Energy

### 6.3.14.1 SYCPU

While the General Plan PEIR notes that compliance with applicable regulations and policies "… would preclude incremental impacts associated with new construction of, or improvements to, public utilities infrastructure…", the analysis concludes that: "…incremental impacts associated with potentially excessive energy consumption and the construction of future public utilities infrastructure improvements, when viewed in connection with the increased regional demand for energy and such improvements, maybe considered cumulatively significant and unavoidable."

The analysis in Section 5.14, *Energy Conservation,* of this PEIR concludes that energy-related impacts from implementation of the SYCPU would be less than significant, based on the following considerations: (1) while specific details for potential development under the SYCPU are currently not known, "…there are no conditions in the SYCPU area that would require non-standard equipment or construction practices that would increase fuel-energy consumption above typical rates. Therefore, development pursuant to the SYCPU would not result in the use of excessive amounts of fuel or other forms of energy during the construction of future projects…"; and (2) energy conservation measures required by associated regulations (e.g., the California Green Building Code), along with energy conservation policies included in the SYCPU, "…would avoid excessive energy consumption from operations associated with future development pursuant to the SYCPU." Based on the provisions of the proposed SYCPU and the energy conservation measures mandated by local, state, and federal laws, the cumulative impacts of the proposed SYCPU on energy are considered less than significant.

### 6.3.14.2 SYHVSP

As with the proposed SYCPU, potential cumulative impacts associated with energy consumption from implementation of the SYHVSP would be less than significant.

## 6.3.15 Geology and Soils

### 6.3.15.1 SYCPU

#### a. Geologic Hazards

The General Plan PEIR identifies a number of potentially significant cumulative impacts associated with projected population growth and related exposure of people to geologic hazards. Specifically, this incorporates potential hazards identified within the SYCPU areas including seismic ground shaking, liquefaction and related effects, and landslides.

As outlined in Section 5.15, *Geology and Soils*, potential impacts related to geologic hazards from implementation of the SYCPU would be addressed through Mitigation Measure GEO-1 combined with conformance with applicable regulatory/industry standard and codes, including the IBC/CBC, SDMC, and other pertinent requirements identified in Section 5.15.1.3. Based on these factors potential cumulative impacts associated with geologic hazards from implementation of the SYCPU would be less than significant.

#### b. Erosion and Sedimentation

Potentially significant cumulative erosion and sedimentation impacts are identified in the General Plan PEIR in association with excavation and grading requirements for new development. As described in Section 5.15, potential erosion and sedimentation impacts from implementation of the SYCPU would be addressed through mandatory conformance with applicable elements of the City storm water program and related NPDES standards. Specifically, this would entail conformance with applicable City regulatory codes and the NPDES Construction General Permit, through efforts including implementation of an approved SWPPP and related BMPs. Based on these requirements, as well as the fact that the proposed SYCPU is consistent with related elements of the General Plan, potential cumulative impacts associated with erosion and sedimentation from implementation of the SYCPU would be less than significant.

#### c. Geologic Stability

While the General Plan PEIR does not specifically address geologic stability, potential impacts related to subsidence, collapse, expansive soils, and shallow groundwater are evaluated in Section 5.15 of this PEIR. As described therein, potential geologic stability impacts associated with implementation of the SYCPU would be addressed through Mitigation Measure GEO-01 and mandatory conformance with applicable regulatory/industry standard and codes, including the IBC/CBC, SDMC, and other pertinent requirements outlined in Section 5.15.1.3. Based on these requirements, potential cumulative impacts related to geologic stability from implementation of the SYCPU would be less than significant.

### 6.3.15.2 SYHVSP

Potential cumulative impacts related to geologic hazards, erosion and sedimentation, and geologic stability from implementation of the proposed SYHVSP would be less than significant for similar reasons as noted above for the SYCPU.

## 6.3.16 Paleontological Resources

### 6.3.16.1 SYCPU

The General Plan PEIR identifies potentially significant impacts to paleontological resources in association with excavation and grading requirements for new development.

As described in Section 5.17, *Paleontological Resources*, of this PEIR, implementation of the proposed SYCPU would result in significant impacts from projected earthwork involving geologic formations with moderate or high potential for the occurrence of sensitive paleontological resources. These impacts would be addressed through Mitigation Measure PALEO-1 which includes pre-construction, construction, and post-construction efforts. Based on these requirements, as well as the fact that the proposed SYCPU is consistent with related elements of the General Plan, potential cumulative impacts associated with paleontological resources would be less than significant.

### 6.3.16.2 SYHVSP

Potential cumulative impacts related to paleontological resources from implementation of the proposed SYHVSP would be less than significant, for similar reasons as noted above for the SYCPU.

## 6.3.17 Agriculture and Forestry Resources

### 6.3.17.1 SYCPU

#### a. Agriculture

Potentially significant cumulative impacts to agriculture are identified in the General Plan PEIR, in association with new development and the related loss of existing agricultural lands including Prime Farmland, Unique Farmland, Farmland of Statewide Importance, lands under Williamson Act contract, and land zoned for agricultural use.

As described in Section 8.1.1, *Agriculture*, of this PEIR, no significant impacts to agriculture are identified from implementation of the proposed SYCPU, as Important Farmland categories mapped within the SYCPU area are limited to Urban and Built-up Land, Other Land, Grazing Land, and Farmland of Local Importance (with no associated Williamson Act contracts or agricultural zoning). Based on the described conditions, as well as the fact that the proposed SYCPU is consistent with related elements of the General Plan, potential cumulative impacts associated with agriculture would be less than significant.

#### b. Forestry Resources

Forestry resources are not specifically addressed in the General Plan PEIR.

Section 8.1.2, *Forestry Resources*, of this PEIR notes that undeveloped portions of the SYCPU area include either riparian zones within the designated MHPA or arid scrubland. Because neither of

these areas/conditions exhibit potential to support forestry resources, no associated significant cumulative impacts would result from implementation of the proposed SYCPU.

#### 6.3.17.2 SYHVSP

Potential cumulative impacts related to agriculture and forestry resources from implementation of the proposed SYHVSP would be less than significant, for similar reasons as noted above for the SYCPU.

## 6.3.18 Mineral Resources

#### 6.3.18.1 SYCPU

The General Plan PEIR identifies potentially significant impacts to mineral resources in association with conditions including population growth and the related generation of incompatible land uses, as well as open space preservation that may locally preclude access to mineral resources.

As described in Section 8.2, *Mineral Resources*, of this PEIR, the SYCPU area includes several mapped Mineral Resource Zone (MRZ-) 2 designations in areas located along and south of I-5, and along the SR-905 corridor. Associated potential impacts are concluded to be less than significant, however, as these areas are unavailable for mining operations due to their location within either developed residential/commercial sites, freeway ROW corridors, or the designated MHPA. Based on the described conditions, as well as the fact that the proposed SYCPU is consistent with related elements of the General Plan, potential cumulative impacts associated with mineral resources would be less than significant.

#### 6.3.18.2 SYHVSP

Potential cumulative impacts related to mineral resources from implementation of the proposed SYHVSP would be less than significant, based on the fact that no MRZ-2 designations are mapped within or adjacent to the SYHVSP area.

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# 7.0 GROWTH INDUCEMENT

## 7.1 Introduction

Section 15126.2(d) of the CEQA Guidelines requires that EIRs include an evaluation of potential growth inducement to "Discuss the ways in which the proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment." This can include projects which remove obstacles to population growth, such as through provision of expanded public utility capacity that may allow additional construction in the associated service area (e.g., the major expansion of a wastewater treatment plant). The referenced Guidelines section also notes that "It must not be assumed that growth in any area is necessarily beneficial, detrimental, or of little significance to the environment." The City Significance Determination Threshold Guidelines provide additional direction on this issue, noting that growth inducement:

> *…is usually associated with those projects that foster economic or population growth, or the construction of additional housing, either directly or indirectly which may result in the construction of major and new infrastructure facilities. Also, a change in land use policy or projects that provide economic stimulus, such as industrial or commercial uses, may induce growth. Accelerated growth may further strain existing community facilities or encourage activities that could significantly affect the surrounding environment…the analysis must avoid speculation and focus on probable growth patterns or projections.*

The General Plan PEIR (2008c) notes that: "The population in San Diego will grow whether or not the Draft General Plan is adopted…" although a number of associated policies are in place to "…encourage business, education, employment and workforce development…preserve and protect valuable employment land, especially prime industrial land, from conversion to other uses…and facilitate expansion and new growth of high quality employment opportunities in the City." The General Plan incorporates the previously adopted City of Villages strategy, which notes that a "village" is a place where residential, commercial, employment, and civic uses are present and integrated, and are characterized by compact, mixed-use areas that are pedestrian-friendly and linked to the regional transit system." (City of San Diego 2008a). Implementation of the City of Villages strategy relies on the future designation and development of village sites through comprehensive community plan updates. This strategy, as implemented through the General Plan goals and policies, is designed to provide a framework to manage and plan for future population growth in the City. Pursuant to California Government Code Section 65300, the General Plan provides a comprehensive and long-term strategy to manage and address future growth in the City, with such growth to be accommodated primarily in existing urban areas or mixed-use villages, such as the SYCPU and SYHVSP areas.

## 7.2 SYCPU

The proposed SYCPU incorporates the described City of Villages strategy through the designation of two neighborhood village sites, the SYHVSP and the Border Village, with a number of related policies in the Land Use, Mobility, Urban Design, and Economic Prosperity Elements. Specifically, these include efforts to provide mixed-use development that would integrate land uses, and serve as focal

points for public gathering and community identity; improve and enhance pedestrian, bicycle and transit facilities and opportunities; encourage higher intensity infill development within walking distance to transit stations; improve regional and local transportation opportunities, including community connectivity; encourage and manage sustainable economic development (as outlined below); provide and maintain public services and facilities pursuant to City standards; and implement a sustainable system of park, recreation and open space uses that are linked by multiple modes of transportation including public transit, bicycle and pedestrian routes, and trails. The proposed SYCPU also includes design elements and policies to address growth through implementing sustainable building concepts and practices, including efforts to focus development in existing urbanized area with established public infrastructure, and measures to reduce resource consumption and environmental impacts through location, design, and green building techniques (e.g., energy efficiency and runoff capture/reuse).

As described in Section 5.11, *Population and Housing*, of this PEIR, SANDAG population projections for the SYCPU area indicate that population will increase over time, regardless of whether or not the SYCPU is implemented. To accommodate expected population growth, the SYCPU would redesignate some existing industrial and commercial areas to permit residential uses, and would increase the density of certain residential areas in accordance with City policies, goals, and regulations. Total housing stock would also be increased compared to both existing levels and the number of units allowed under the Adopted Community Plan. Specifically, a total of 9,850 dwelling units would be available under the SYCPU, an increase of 2,588 units (approximately 36 percent) over existing (2008) numbers and 1,762 units (24 percent) over the Adopted Community Plan total.

Pursuant to the General Plan discussion outlined above, population and housing growth will occur in the City with or without implementation of regional or local planning efforts. The proposed SYCPU includes a number of goals and policies to manage and accommodate this growth, however, along with efforts to provide sustainable economic development through related criteria in the SYCPU Economic Prosperity Element. Specifically, this includes measures intended to preserve and expand existing business opportunities (e.g., through implementing mixed-use design and locating commercial sites near transportation facilities), provide economic and tax incentives for business development/expansion, maximize opportunities for border-related business development (e.g. through circulation improvements), and enhance opportunities for visitor-related development such as shopping, entertainment and lodging facilities. Based on the described conditions and considerations, the proposed SYCPU would provide comprehensive planning to manage and accommodate future population and related housing growth, while also addressing the need for sustainable economic development to support the local community.

## 7.3 SYHVSP

Implementation of the proposed SYHVSP would include similar conditions related to potential population and housing growth as noted above for the SYCPU. The proposed SYHVSP also incorporates similar measures to provide comprehensive planning and sustainable economic development as described for the SYCPU, including implementation of the City of Villages strategy.

## 7.4 Conclusion

Based on the above discussions and considerations, both the proposed SYCPU and SYHVSP include a number of planning, design and implementation strategies intended to accommodate growth projections and provide sustainable economic development. Through these efforts, both the SYCPU and SYHVSP would allow an appropriate balance of managed population, housing and economic growth to accommodate community development while maintaining related community and environmental standards.

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# 8.0 EFFECTS FOUND NOT TO BE SIGNIFICANT

Based upon initial environmental review, the City determined that the adoption of the SYCPU and SYHVSP would not have the potential to cause significant impacts associated with the following issue areas.

## 8.1 Agriculture and Forestry Resources

### 8.1.1 Agriculture

#### 8.1.1.1 SYCPU

The City Significance Determination Thresholds (2011) state that a significant impact on agricultural resources may result from a project which involves the conversion of areas designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance by the CDC to non-agricultural use. The SYCPU area includes the following Farmland categories, as mapped by the (CDC; 2015): (1) Urban and Built-up Land (most of the SYCPU area is included in this category): (2) Other Land (including portions of the SYCPU area between I-5 and Camino de la Plaza, and east of I-805 and south of Beyer Boulevard); (3) Grazing Land (including portions of the SYCPU area east of I-805); and (4) Farmland of Local Importance (limited to a minor area near the southeastern corner of the SYCPU area). Although farmland categories occur, no agriculture exists within the Community Plan area. Thus, implementation of the proposed SYCPU would not result in the conversion of agricultural resources to non-agricultural uses.

#### 8.1.1.2 SYHVSP

The entire SYHVSP area is designated as Urban and Built-up Land, with no significant agricultural impacts to result from implementation of the proposed SYHVSP.

### 8.1.2 Forestry Resources

#### 8.1.2.1 SYCPU

Much of the SYCPU area is developed for urban uses, with no potential to support forestry resources. The undeveloped portions of the SYCPU area include riparian zones located south of I-5 (i.e., the Tijuana River Valley) that are within the designated MHPA (as identified in the General Plan Conservation Element, City 2008a), or arid scrubland in areas east of I-805. Accordingly, neither of the described areas/conditions exhibit potential to support forestry resources. Thus, implementation of the SYCPU would not impact forestry resources.

#### 8.1.2.2 SYHVSP

The entire SYHVSP area is developed with urban uses. Thus, implementation of the SYHVSP would not impact forestry resources.

# 8.2 Mineral Resources

The City Significance Determination Thresholds (2011) indicate that impacts to mineral resources are considered significant in areas designated as Mineral Resource Zone (MRZ-) 2 by the CGS (CGS 1996).

## 8.2.1 SYCPU

The SYCPU area includes mapped MRZ-2 designations in the following locations: (1) along portions of the northern SYCPU area boundary located south of SR-905 and east of Picador Boulevard/Smythe Avenue; (2) along the north side of the I-5 corridor, approximately between Dairy Mart and Averil roads; and (3) the majority of the SYCPU area south of I-5 (with most developed areas located adjacent to the southern I-5 corridor not included in this MRZ-2 area; CGS 1996, City of San Diego 2008a).

The noted MRZ-2 designations, located along the northern SYCPU boundary and the north side of I-5, include areas that are either developed with residential/commercial uses, or that are within the associated freeway ROW corridors. As a result, these areas are either unavailable for mining operations due to existing development and ROW restrictions, or unsuitable for such activities due to adjacent existing development and associated potential interface (e.g., noise) concerns. The MRZ-2 designation, located south of I-5, includes areas that are either developed with urban uses (including residential, commercial and industrial sites), or that are within established MHPA boundaries, as noted above in Section 8.1.2. As a result, these areas are considered either unavailable for mining operations due to existing development and MHPA restrictions, or unsuitable for mining based on similar reasons as noted above.

As the mineral resources designated within the Community Plan area are either unavailable for extraction or in areas bordered by existing development which would be adversely impacted by mining operations, implementation of the proposed SYCPU would not impact mineral resources.

## 8.2.2 SYHVSP

No MRZ-2 designations occur within or adjacent to the SYHVSP area (City of San Diego 2008a, CGS 1996). Thus, development within the SYHVSP would not impact mineral resources.

# 9.0 SIGNIFICANT AND UNAVOIDABLE IMPACTS/ SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL IMPACTS

## 9.1 Significant and Unavoidable Impacts

In accordance with CEQA Guidelines Section 15126.2(b), any significant unavoidable impacts of a project, including those impacts that can be mitigated, but not reduced to below a level of significance despite the applicant's willingness to implement all feasible mitigation measures, must be identified in the PEIR. For the SYCPU, impacts related to cumulative transportation/circulation (impacts to roadway segments, intersections, and freeway segments), air quality impacts (TACs and cumulative air emissions), and historical resources would remain significant and unavoidable effects of the SYCPU (refer to Chapter 5.0, *Environmental Analysis*, of this PEIR for further detail). Although mitigation measures are available to reduce these impacts, their implementation cannot be guaranteed. All other significant impacts identified in Chapter 5.0 of this PEIR can be reduced to below a level of significance with implementation of the Mitigation Framework identified in Chapter 5 as well as through compliance with adopted General Plan and SYCPU policies.

Development of the SYHVSP would result in significant, unavoidable impacts related to cumulative transportation/circulation (impacts to roadway segments, intersections, and freeway segments), historical resources, and air quality (TACs and cumulative air emissions). As with the SYCPU, although mitigation measures are available to reduce these impacts, their implementation cannot be guaranteed. Impacts with respect to other environmental issues would be less than significant, or mitigation measures are available to reduce potentially significant impacts to less than significant.

## 9.2 Significant Irreversible Environmental Impacts

Section 15126.2(c) of the CEQA Guidelines requires an evaluation of significant irreversible environmental changes which would occur should the SYCPU be implemented. Irreversible changes typically fall into three categories:

- Primary impacts such as the use of nonrenewable resources (i.e., biological habitat, agricultural land, mineral deposits, water bodies, energy resources and cultural resources);
- Primary and secondary impacts such as highway improvements which provide access to previously inaccessible areas; and
- Environmental accidents potentially associated with the SYCPU.

Section 15126.2(c) of the State CEQA Guidelines states that irretrievable commitments of resources should be evaluated to assure that current consumption of such resources is justified.

Implementation of the SYCPU would not result in significant irreversible impacts to agricultural land, biological resources, energy, historic resources, mineral deposits, or water bodies. Although sensitive biological resources are identified within the SYCPU area which could be impacted with future development, direct and indirect impacts can be offset through strict compliance with SYCPU policies, regulatory compliance (MSCP and ESL Regulations of the LDC), and the Mitigation Framework identified in Section 5.6 of this PEIR for biological resources. Similarly, future development pursuant to the SYCPU could impact important historical or archaeological resources given the presence of known and potential historical and archaeological resources within the community. These potential impacts can be mitigated through strict adherence to SYCPU policies, regulatory compliance (LDC Historical Resource Regulations), and implementation of the Mitigation Framework further detailed in Section 5.7 of this PEIR. As evaluated in Chapter 8, Effects Not Found to be Significant, of this PEIR, implementation of the proposed SYCPU would not result in significant irreversible impacts to agricultural and forestry, or mineral resources.

San Ysidro is almost completely built out, and is currently accessible via regional transportation facilities (e.g., I-5, I-805, and SR-905). No new freeways or roadways are proposed that would provide access to currently inaccessible areas. Specifically, a revised alignment for the planned extension of Calle Primera would not provide new access because access to Camino de la Plaza is provided by other roadways. Therefore, implementation of the SYCPU would not result in a significant irreversible commitment with regard to unplanned land use.

Construction of future development implemented in accordance with the SYCPU would require the irreversible consumption of natural resources and energy. Natural resource consumption would include lumber and other forest products, sand and gravel, asphalt, steel, copper, other metals, and water. Building materials, while perhaps recyclable in part at some long-term future date, would for practical purposes be considered permanently consumed. Energy derived from nonrenewable sources, such as fossil fuels, would be consumed during construction and as a result of operational lighting, heating, cooling, and transportation uses. The proposed SYCPU includes policies aimed at improving energy efficiency, reducing water use, and minimizing impacts on other natural resources. For example, the neighborhood village concept (i.e., SYHVSP and Border Village) would reduce dependence on fossil fuel energy sources by integrating housing units in close proximity to transit corridors. These policies would serve to reduce irreversible water, energy, and building materials consumption associated with construction, occupation, and operation.

With respect to environmental accidents potentially associated with the SYCPU and, as further discussed in Section 5.9 in this PEIR, 24 listed hazardous materials sites of potential environmental concern are located within the SYCPU area. Potential impacts related to hazardous materials and associated health hazards from implementation of the SYCPU would be avoided or reduced to below a level of significance through mandatory conformance with applicable regulatory/industry standard and codes.

There are no airports or related APZs located within or adjacent to the SYCPU area. The SYCPU area is located near Brown Field (approximately 2.5 miles to the east) and the Imperial Beach Naval Outlying Landing Field, but the SYCPU area is not located within any mapped APZs for either of these airports. Thus, the risk of aircraft-related risks to the population within the SYCPU area is low.

The SYCPU area includes a number of sites designated as "high-risk" for fire hazards, including undeveloped areas with native habitats located south of I-5 (Tijuana River Valley) and east of I-805, as well as several pockets of native or restored vegetation located within existing development or along freeway corridors. Future development pursuant to the SYCPU, however, would be subject to applicable state and City regulatory requirements related to fire hazards and prevention.

Accidents related to flood hazards would not be significant because most future development would occur outside of 100-year floodplains. Future development within 100-year floodplains would be required to comply with applicable regulatory requirements related to development within 100-year floodplains and dam safety and security.

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# 10.0 ALTERNATIVES

The CEQA Guidelines Section 15126.6 requires that an EIR compare the effects of a "reasonable range of alternatives" to the effects of a project. The CEQA Guidelines further specify that the alternatives selected should attain most of the basic project objectives, and avoid or substantially lessen one or more significant effects of the project. The "range of alternatives" is governed by the "rule of reason," which requires the EIR to set forth only those alternatives necessary to permit an informed and reasoned choice by the lead agency, and to foster meaningful public participation (CEQA Guidelines Section 15126.6[f]). CEQA generally defines "feasible" to mean an alternative that is capable of being accomplished in a successful manner within a reasonable period of time, while also taking into account economic, environmental, social, technological, and legal factors.

The alternatives addressed in this PEIR were selected in consideration of one or more of the following factors:

- The extent to which the alternative would feasibly accomplish most or all of the basic objectives of the SYCPU including:
    - Establish an attractive international border destination for residents, businesses, and visitors;
    - Enhance and leverage bicultural and historic traditions and diversity;
    - Provide a plan with a mix of land uses that serves residents, generates prosperity, and capitalizes on visitor traffic;
    - Increase mobility for pedestrians, cyclists, transit, and automobiles through a border intermodal center, new linkages at key points, and a strong pedestrian focus;
    - Identify locations for urban parks, plazas, promenades, and venues that support a variety of events and gatherings;
    - Expand park and recreation opportunities, including trail options, and joint use opportunities, promoting a healthy, active community;
    - Incorporate sustainability practices, policies, and design features that reduce greenhouse gas emissions, address environmental justice, and contribute to a strong economy;
    - Provide a lively, pedestrian-friendly, healthy environment where kids can walk safely to school;
    - Facilitate the development of the San Ysidro Historic Village; and
    - Craft a clear and practical implementation strategy.
- The extent to which the alternative would avoid or substantially lessen any of the significant direct and/or cumulative environmental effects of the SYCPU including:
    - Air Quality (direct and cumulative);
    - Archaeological Resources (direct)

  - Biological Resources (direct);
  - Geology (direct)
  - Historical Resources(direct and cumulative);
  - Noise (direct);
  - Paleontological Resources(direct); and
  - Transportation/Circulation (cumulative).

- The feasibility of the alternative, taking into account site suitability, economic viability, availability of infrastructure, General Plan consistency, and consistency with other applicable plans and regulatory limitations;

- The appropriateness of the alternative in contributing to a "reasonable range" of alternatives necessary to permit a reasoned choice; and

- The requirement of the CEQA Guidelines to consider a "no project" alternative; and to identify an "environmentally superior" alternative in addition to the no project alternative (Section 15126.6[e]).

Based on the criteria described above, this PEIR considers the following project alternatives:

- No Project Alternative: Adopted Community Plan;

- Lower-Density Alternative;

- Higher-Density Alternative; and

- No Calle Primera Extension Alternative.

General descriptions of the characteristics of each of these alternatives, along with a discussion of their ability to reduce the significant environmental impacts associated with the proposed SYCPU, are provided in the following subsections. Table 10-1, *Comparison of Proposed Project Impacts with Impacts from the Project Alternatives*, provides a side-by-side summary comparison of the potential impacts of the alternatives to the impacts of the SYCPU.

**TABLE 10-1**
**COMPARISON OF PROPOSED PROJECT IMPACTS WITH IMPACTS FROM THE PROJECT ALTERNATIVES**

| Environmental Subject | Impact Category | Proposed SYCPU | | No Project: Adopted Community Plan | | Lower-Density | | Higher-Density | | No Calle Primera Extension | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Direct | Cumulative | Direct | Cumulative | Direct | Cumulative | Direct | Cumulative | Direct | Cumulative |
| Air Quality | Regional Air Quality Plan Conformance | LS | LS | LS (-) | LS (-) | LS(-) | LS (-) | SU (+) | SU (+) | LS (=) | LS (=) |
| | Construction Emissions | SU | SU | SU (-) | SU (-) | SU (-) | SU (-) | SU (+) | SU (+) | SU (-) | SU (-) |
| | Operation Emissions | SU | SU | SU(=) | SU(=) | SU (-) | SU (-) | SU (+) | SU (+) | SU (=) | SU (=) |
| | Cumulative Emissions | SU | SU | SU(=) | SU(=) | SU (-) | SU (-) | SU (+) | SU (+) | SU (=) | SU (=) |
| | Toxic Air Contaminants | SU | SU | SU(=) | SU(=) | SU (-) | SU (-) | SU (+) | SU (+) | SU (=) | SU (=) |
| | Odors | LS | LS | LS (=) | LS (=) | LS (=) | LS (=) | LS (=) | LS (=) | LS (=) | LS (=) |
| Biological Resources | Sensitive Species | SM | LS | SM (=) | LS (=) | SM (=) | LS (=) | SM (=) | LS (=) | SM (-) | LS (=) |
| | Sensitive Habitats | SM | LS | SM (=) | LS (=) | SM (=) | LS (=) | SM (=) | LS (=) | SM (-) | LS (-) |
| | Wetlands | SM | LS | SM (=) | LS (=) | SM (=) | LS (=) | SM (=) | LS (=) | SM (-) | LS (-) |
| | Wildlife Movement | LS | LS | LS (=) | LS (=) | LS (=) | LS (=) | LS (=) | LS (=) | LS (=) | LS (=) |
| | Conservation Planning | LS | LS | LS (=) | LS (=) | LS (=) | LS (=) | LS (=) | LS (=) | LS (=) | LS (=) |
| | Edge Effects | LS | LS | LS (=) | LS (=) | LS (=) | LS (=) | LS (=) | LS (=) | LS (=) | LS (=) |
| | Policy Conformance | LS | LS | LS (=) | LS (=) | LS (=) | LS (=) | LS (=) | LS (=) | LS (=) | LS (=) |
| | Invasive Species | LS | LS | LS (=) | LS (=) | LS (=) | LS (=) | LS (=) | LS (=) | LS (=) | LS (=) |
| Geology | Geologic Hazards | SM | LS | SM (=) | LS (=) | SM (=) | LS | SM (=) | LS (=) | SM (=) | LS (=) |
| | Erosion and Sedimentation | LS | LS | LS (=) | LS (=) | LS (=) | LS (=) | LS (=) | LS (=) | LS (=) | LS (=) |
| | Geologic Stability | LS | LS | LS (=) | LS (=) | LS (=) | LS (=) | LS (=) | LS (=) | LS (=) | LS (=) |

**TABLE 10-1**
**COMPARISON OF PROPOSED PROJECT IMPACTS WITH IMPACTS FROM THE PROJECT ALTERNATIVES**
**(continued)**

| Environmental Subject | Impact Category | Proposed SYCPU | | No Project: Adopted Community Plan | | Lower-Density | | Higher-Density | | No Calle Primera Extension | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Direct | Cumulative | Direct | Cumulative | Direct | Cumulative | Direct | Cumulative | Direct | Cumulative |
| Historical Resources | Archaeological Resources | SM | LS | SM (=) | LS (=) | SM (=) | LS (=) | SM (=) | LS (=) | SM (-) | LS (-) |
| | Historical Resources | SU | SU | SU (=) | SU (=) | SU (=) | SU (=) | SU (=) | SU (=) | SU (=) | SU (=) |
| | Tribal Cultural Resources | SM | LS | SM (=) | LS (=) | SM (=) | LS (=) | SM (=) | LS (=) | SM (=) | LS (=) |
| Noise | Regulatory Conformance | LS | LS | LS (=) | LS (=) | LS (=) | LS (=) | LS (=) | LS (=) | LS (=) | LS (=) |
| | Noise Levels | SM | LS | SM (-) | LS (=) | SM (-) | LS (-) | SM (+) | LS (+) | SM (-) | LS (-) |
| | Vibration | SM | LS | SM (-) | LS (-) | SM (-) | LS (-) | SM (+) | LS (+) | SM (=) | LS (=) |
| | Construction Noise | LS | LS | LS (=) | LS (=) | LS (=) | LS (=) | LS (=) | LS (=) | LS (=) | LS (=) |
| | Airport Noise | LS | LS | LS (=) | LS (=) | LS (=) | LS (=) | LS (=) | LS (=) | LS (=) | LS (=) |
| Paleontological Resources | Paleontological Resources | SM | LS | SM (=) | LS (=) | SM (=) | LS (=) | SM (=) | LS (=) | SM (-) | LS (-) |
| Transportation/ Circulation | Roadway segments | LS | SU | SU (+) | SU (+) | SU (-) | SU (-) | SU (+) | SU (+) | SU (=) | SU (=) |
| | Intersections | LS | SU | SU (+) | SU (+) | SU (-) | SU (-) | SU (+) | SU (+) | SU (=) | SU (=) |
| | Freeway Segments | LS | SU | SU (+) | SU (+) | SU (-) | SU (-) | SU (+) | SU (+) | SU (=) | SU (=) |
| | Alternative Transportation | LS | LS | SU (+) | LS | SU (+) | LS | LS (=) | LS (=) | LS (=) | LS (=) |

LS: Less than significant
SM: Significant but mitigable
SU: Significant and unavoidable
-: Impact severity reduced relative to the proposed project
+: Impact severity increased relative to the proposed project
=: Impact severity similar to the proposed project

# 10.1 No Project Alternative: Adopted Community Plan

## 10.1.1 Description

Under the No Project Alternative, the Adopted Community Plan would continue to guide development. Unlike the proposed SYCPU, the Adopted Community Plan does not embrace the principles of smart growth or the City of Villages Strategy, due to the fact that the formulation of the adopted plan preceded these planning concepts. As a result, development in accordance with the adopted plan would not include the SYHVSP concept, nor would it focus new development on the San Diego Trolley stations within the community plan area.

The land use designations associated with the Adopted Community Plan are illustrated in Figure 5.1-1. Table 10-2, *Buildout Conditions: No Project vs. Proposed SYCPU*, identifies the anticipated buildout conditions under the Adopted Community Plan, and compares the buildout condition with that of the proposed SYCPU. Future development realized under the adopted land use map is referred to as buildout. The SYCPU does not specify or anticipate when buildout will occur, as long-range demographic and economic trends are difficult to predict. However, for facility planning, technical evaluation, and environmental review purposes, buildout is assumed to occur in 2035. Furthermore, the land use designation of a site alone does not mean that a site will be developed or redeveloped with that use during the planning period, as most development will depend on property-owner initiative. Thus, the predicted buildout may be lower than what would be theoretically possible based on land area and density allowances.

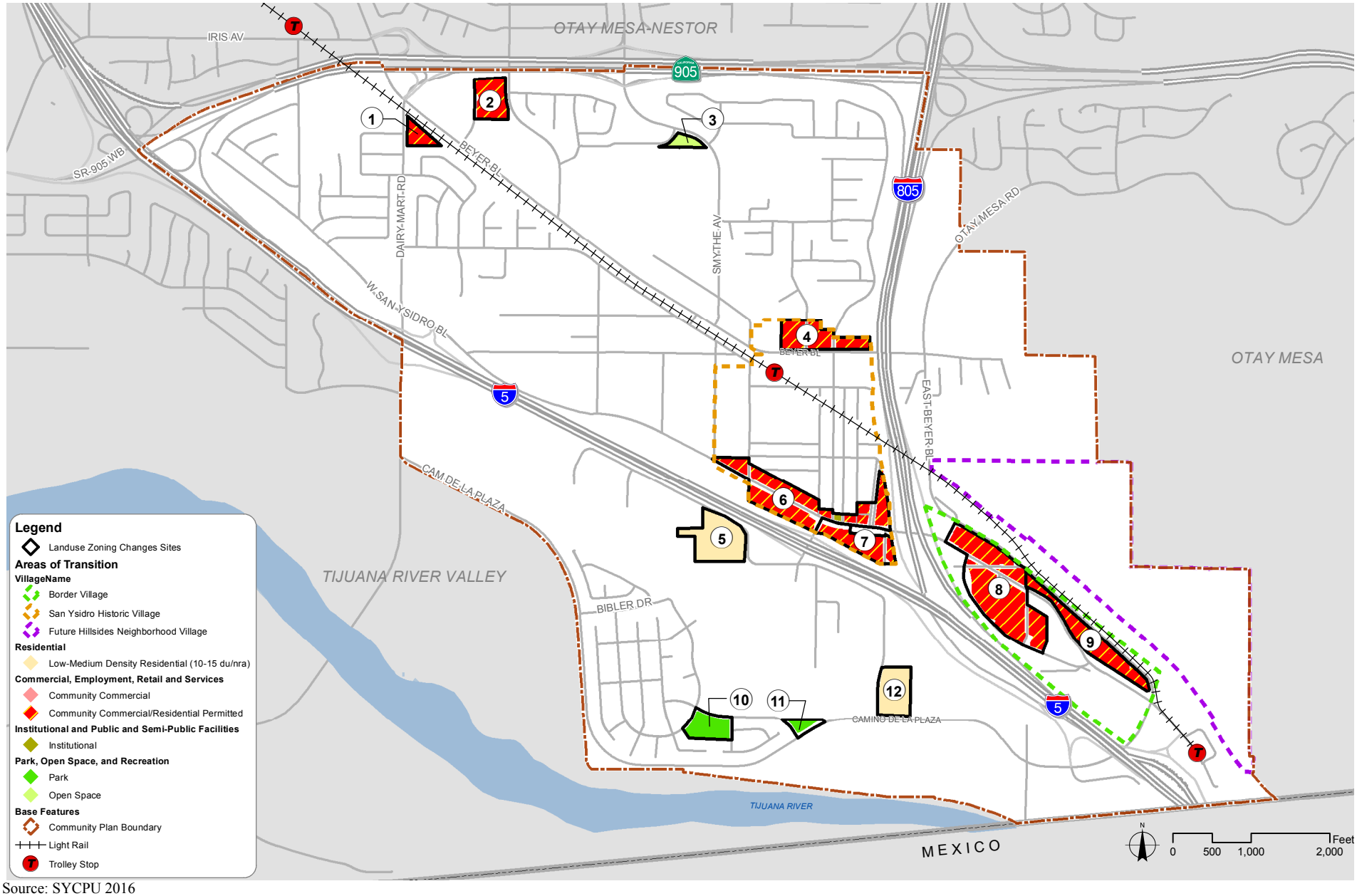
Figure 10-1, *Primary Land Use/Zoning Differences Between Proposed and Adopted Community Plans*, identifies the primary land use changes associated with the proposed SYCPU in comparison with the Adopted Community Plan. Retaining the Adopted Community Plan would eliminate a number of land use designation and zoning changes associated with the proposed SYCPU. The major proposed changes that would not occur under the No Project Alternative are as follows (see Figure 10-1 for area locations):

- Area 1 would not change from Low Density Residential (5 to 10 du/ac) to Community Commercial/Residential Permitted;
- Area 2 would not change from Industrial to Community Commercial/Residential;
- Area 3 would not change from Low Density Residential to Park;
- Area 4 would not change from Community Commercial to Commercial/Residential Permitted;
- Area 5 would not change from Industrial to Low-Medium Density Residential (10 to 15 du/ac);
- Area 6 would not change from Community Commercial to Commercial/
- Residential Permitted;

- Area 7 would not change from Community Commercial to Commercial/Residential Permitted;
- Area 8 would not change from Border Commercial to Commercial/Residential Permitted;
- Area 9 would not change from Border Commercial to Commercial/Residential Permitted;
- Area 10 would not change from Industrial/Low Density Residential to Park;
- Area 11 would not change from Park and Low Density Residential to Park; and
- Area 12 would not change from Border Commercial to Low Density Residential.

As illustrated in Table 10-2, the Adopted Community Plan would be expected result in fewer residential units than the proposed SYCPU. Specifically, a total of 8,088 DUs would be expected at buildout under the adopted plan, compared to 9,850 DUs for the SYCPU. The number of single-family DUs would be similar under both under the SYCPU and the Adopted Community Plan. Both the Adopted Community Plan and the SYCPU call for an increase in multi-family dwelling units; however, the SYCPU would call for a greater number of units and in different areas of the community planning area. Unlike the proposed SYCPU, future residential units under the Adopted Community Plan would be located predominantly in dedicated residential areas rather than mixed-use developments. That is, only 17 DUs would occur within mixed-use commercial/residential areas under the adopted plan, compared to 1,558 DUs for the proposed SYCPU (refer to Table 10-2).

Without the need to accommodate more multi-family development in the commercial areas as noted, the Adopted Community Plan would have 24 fewer acres devoted to commercial uses than the proposed SYCPU. As a result, industrial uses under the Adopted Community Plan would include 18 acres more than under the proposed SYCPU. Other notable differences would include 2 fewer acres of park uses, and 7 acres of vacant land under the Adopted Community Plan (with no vacant land under the SYCPU). Lastly, without the focus on smart growth, the Adopted Community Plan would not encourage the construction of parking structures associated with the proposed SYCPU (with four fewer acres identified for parking in the Adopted Community Plan, compared to the proposed SYCPU).




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Source: SYCPU 2016

# Primary Land Use/Zoning Differences between Proposed and Adopted Community Plans

SAN YSIDRO COMMUNITY PLAN UPDATE

Figure 10-1

HELIX Environmental Planning

**TABLE 10-2**
**BUILDOUT CONDITIONS: NO PROJECT VS. PROPOSED SYCPU**

| | Proposed Plan (SYCPU) | | | Adopted Plan (No Project) | | | Net Change from Proposed Plan | | |
|---|---|---|---|---|---|---|---|---|---|
| **Land Use Type** | **Acres** | **Floor Area (SF)** | **Dwelling Units** | **Acres** | **Floor Area (SF)** | **Dwelling Units** | **Acres** | **Floor Area (SF)** | **Dwelling Units** |
| City Park | 82 | - | - | 80 | - | - | (2) | - | - |
| Commercial | 216 | 3,353,231 | 1,558 | 192 | 3,156,642 | 17 | (24) | (196,589) | (1,541) |
| Hotel | 23 | 499,978 | - | 18 | 397,417 | - | (5) | (102,561) | - |
| Industrial | 15 | 336,858 | - | 33 | 626,548 | - | 18 | 289,690 | - |
| Institutional | 210 | 1,186,934 | - | 209 | 1,056,291 | - | (1) | (130,643) | - |
| Multi-family | 316 | - | 6,117 | 308 | - | 5,814 | (8) | - | (303) |
| Open Space | 161 | - | - | 161 | - | - | 0 | - | - |
| Parking | 17 | 24,905 | - | 13 | - | - | (4) | (24,905) | - |
| Recreation | 3 | - | - | 3 | - | - | 0 | - | - |
| ROW | 294 | - | - | 294 | - | - | 0 | - | - |
| Single-Family | 310 | - | 2,175 | 328 | - | 2,257 | 18 | - | 82 |
| Transportation/Utilities | 216 | 384,498 | - | 216 | - | - | 0 | (384,498) | - |
| Vacant | - | - | - | 7 | - | - | 7 | - | - |
| **TOTALS** | **1,863** | **5,786,404** | **9,850** | **1,863** | **5,236,898** | **8,088** | **0** | **(549,506)** | **(1,762)** |

SF = square feet
(xx) = negative value

## 10.1.2 Environmental Analysis

### 10.1.2.1 Air Quality

Overall, the No Project Alternative would result in less integration of jobs and housing, and would likely cause greater transportation-related impacts when compared to the SYCPU. In addition, village centers with transit stations would not be created under the No Project Alternative, and the General Plan goals of reducing trips and related air emissions would not be achieved. The No Project Alternative would be consistent with the RAQS and SIP, however, because no changes in land use would occur. This Alternative would also not obstruct or conflict with implementation of the San Diego RAQS or applicable portions of the SIP, and impacts would be less than significant for both.

Impacts associated with construction emissions of criteria pollutants under the No Project Alternative would be less than those identified for the SYCPU. Specifically, as shown in Table 10-2, the No Project Alternative would include lower totals for both residential and non-residential uses, with corresponding reductions in construction activities. As with the proposed SYCPU, full implementation of mitigation measures cannot be assured. Thus, direct impacts would be significant and unavoidable.

Operational emissions under this alternative would generally be expected to exceed those identified for the SYCPU, based on substantially higher daily traffic trips (i.e., nearly 65,000 more than the SYCPU), as well as the general lack of mixed-use development and transit-related opportunities and facilities. This conclusion would be tempered somewhat, however, as the No Project Alternative would also exhibit less non-residential and residential development, as noted in Table 10-2, with fewer stationary emission sources. As a result, it is anticipated that the No Project Alternative would exhibit generally similar overall operational air quality impacts as identified for the SYCPU in Table 5.3-6, *Average Daily Operational Emissions.* As with the proposed SYCPU, full implementation of mitigation measures cannot be assured. Thus, direct impacts would be significant and unavoidable.

Potential impacts related to cumulative increases of criteria pollutants, and impacts to sensitive receptors (exposure to CO hot spots and toxic contaminants) are also anticipated to be significant under this alternative. As with the proposed SYCPU, full implementation of mitigation measures cannot be assured. Thus, cumulative impacts would be significant and unavoidable.

Potential impacts related to odors under the No Project Alternative would be expected to be less than significant for similar reasons as described for the SYCPU. Specifically, this includes the lack of known long-term odor sources in the area (e.g., agricultural operations), as well as the fact that future development under the adopted plan would not be expected to result in land uses that produce objectionable odors.

### 10.1.2.2 Biological Resources

As shown in Table 10-2, the amount of preserved open space would be identical under both the No Project Alternative and the SYCPU. While this alternative would result in generally lower development density than the SYCPU (refer to Table 10-2), it would include development/ disturbance in similar areas with sensitive biological resources as the proposed SYCPU, including the extension of Calle Primera. Accordingly, this alternative would be expected to result in similar significant impacts to biological resources, as described for the SYCPU, including effects to sensitive

species, sensitive habitats, and wetlands. As noted for the SYCPU, detailed analyses of individual development projects would be required, and mitigation measures identified in the mitigation framework associated with the SYCPU would be implemented on a project-level. Thus, the impact of the No Project Alternative would be less than significant (with mitigation) as with the SYCPU.

The No Project Alternative would also be expected to result in less than significant impacts for issues including wildlife movement, conservation planning, MHPA edge effects, conflicts with local policies/ordinances, and introduction of invasive species, for similar reasons as noted for the SYCPU in Section 5.6, *Biological Resources.* Specifically, implementation of all subsequent development project submittals under the No Project Alternative would be required to adhere to applicable federal, state, and local regulations regarding the protection of biological resources, as described in Section 5.6 (similar to the SYCPU).

#### 10.1.2.3 Historical Resources

Impacts to historical resources under the No Project Alternative would be similar to those identified for the SYCPU, as the extent and area of disturbance from associated development would be generally the same, with some variations in land use. As with the SYCPU, this alternative would not propose any specific development, demolition, or alteration of existing resources. Because the San Ysidro community contains known historical and archaeological resources, however, it can be assumed that future development has the potential to result in significant direct impacts. According to the City's Historical Resources Guidelines, any potential impacts to significant cultural resources, including historical or archaeological resources, religious or sacred uses, and human remains, would be considered significant. Implementation of the mitigation measure identified for archaeological resources would reduce the potential impact to less than significant.

While the No Project Alternative would not include the same policies as the SYCPU to support the Historic Preservation Element, future development implemented in accordance with the No Project Alternative or the SYCPU would be required to comply with all applicable City, federal, state, and local regulations regarding the protection of historical resources, as described in Section 5.7, *Historical Resources*. However, because implementation of preservation measures at the project-level cannot be guaranteed, impacts to historical resources would be unavoidable as with the SYCPU.

#### 10.1.2.4 Noise

Future development under the Adopted Community Plan could be affected by noise levels that are not in conformance with City standards from sources including traffic, rail operations, and stationary facilities. Similar to development under the SYCPU, the potential noise impacts related to the No Project Alternative would be less than significant with implementation of the mitigation framework associated with the SYCPU, and compliance with local, state, and federal noise control regulations. Some differences in the described noise impact levels would likely result under this alternative, however, due to variations in land use designations and zoning. Specifically, fewer residential sites in mixed-use areas would occur under the No Project Alternative (including areas in proximity to existing and expanded transit service proposed under the SYCPU), and the potential for noise-sensitive land uses to be exposed to excessive noise levels would be correspondingly less than under the SYCPU. Additionally, residential and industrial land uses would be segregated to a greater extent under the No Project Alternative, thereby decreasing the related potential exposure of noise-sensitive receptors.

Alternatively, because the No Project Alternative would result in a substantially higher number of daily traffic trips on local roadways (i.e., nearly 65,000 more than the SYCPU), associated exterior noise levels along these roadways could potentially be higher along major roadways due to increased traffic volume in comparison with the proposed SYCPU. As noted above for other noise sources, these potential impacts would be less than significant with implementation of the mitigation framework associated with the SYCPU, and compliance with local, state, and federal noise control regulations.

Potential impacts related to vibration from the No Project Alternative would be associated primarily with rail operations, as described for the SYCPU in Section 5.5. While these potential impacts would be somewhat lower due to the fact that expanded ~~trolley~~Trolley operations and facilities under this alternative would be less than proposed for the SYCPU, they would be less than significant with implementation of the mitigation framework associated with the SYCPU, and compliance with local, state, and federal vibration control regulations.

Potential impacts from construction- and airport-related noise under the No Project Alternative would be less than significant, for similar reasons as noted in Section 5.5 for the SYCPU.

#### 10.1.2.5 Paleontological Resources

As with the SYCPU, future development under the No Project Alternative has the potential to result in significant direct impacts to paleontological resources. Implementation of future projects, under this alternative, would require adherence to all applicable guidelines, as described in Section 5.16, *Paleontological Resources*. The extent of impacts to paleontological resources from implementation of the No Project Alternative would be similar to those identified for the SYCPU, because the areas of development-related disturbance would be generally the same (with associated changes to land use designations/zoning). As with the SYCPU, potentially significant impacts to paleontological resources at the project level would require strict adherence to the mitigation framework outlined in Section 5.16, with implementation of these measures to reduce potential impacts to less than significant.

#### 10.1.2.6 Transportation/Circulation

As described in Section 5.2, *Transportation/Circulation*, implementation of the SYCPU would result in cumulatively significant impacts to a number of local roadway/freeway segments and intersections. While associated mitigation is identified to address those concerns, cumulative impacts are concluded to remain significant and unavoidable as mitigation funding/implementation cannot be assured at the program level for all identified impacts. Potential impacts to local roadway/freeway segments and intersections under the No Project Alternative would likely be somewhat greater than for the SYCPU, based on the following considerations: (1) as previously noted, this alternative would result in ~~a nearly 65,000~~30,876 more daily traffic trips than the SYCPU; (2) the No Project Alternative would not include policies (as under the SYCPU) to promote a robust, multi-modal network that encourages walking, bicycling, and using transit, while continuing to provide for needed vehicular access in both communities; and (3) this alternative would not further the SANDAG Regional Transportation Plan goal of creating compact urban cores where more people reside, as is proposed for the SYCPU. These cumulative impacts are concluded to remain significant and unavoidable, as mitigation funding/implementation cannot be assured for all of the impacts.

Potential impacts to alternative transportation modes under this alternative would be greater than those described for the SYCPU (which are concluded to be less than significant in Section 5.2), based on items 2 and 3 in the above discussion.

# 10.2 Lower-Density Alternative

## 10.2.1 Description

The Lower-Density Alternative would be focused on reducing traffic and related impacts associated with air quality, and traffic noise in comparison with the proposed SYCPU. Reductions in traffic would be accomplished by reducing the number of residential units and commercial space since these two uses are the highest traffic generators. To reduce the number of residential units, the Lower-Density Alternative would eliminate the emphasis placed on increasing mixed-use residential/commercial areas, thereby eliminating the additional 1,558 residential units proposed in the mixed-use commercial designations under the SYCPU. Without the emphasis on mixed-use in commercial areas, the Lower-Density Alternative would not include designated specific plan areas. In addition, the Lower-Density Alternative would retain the land currently designated for industrial development which would decrease the amount of commercial land included in the proposed SYCPU by 18 acres.

## 10.2.2 Environmental Analysis

### 10.2.2.1 Air Quality

As discussed in Section 10.2.2.6 below, the Lower-Density Alternative would result in fewer traffic trips than the proposed SYCPU due to the reduced number of residential units and commercial area which would result in a proportionate reduction in air emissions. However, the additional criteria pollutants would result in a significant impact. As with the proposed SYCPU, full implementation of mitigation measures cannot be assured. Thus, direct impacts would be significant and unavoidable.

Impacts associated with construction emissions of criteria pollutants under the Lower-Density Alternative would be less than those identified for the SYCPU. Specifically, as shown in Table 10-2, the Lower-Density Alternative would include lower totals for both residential and non-residential uses, with corresponding reductions in construction activities. However, the additional criteria pollutants would result in a significant impact. As with the proposed SYCPU, full implementation of mitigation measures cannot be assured. Thus, direct impacts would be significant and unavoidable.

Potential impacts related to cumulative increases of criteria pollutants, and impacts to sensitive receptors (exposure to CO hot spots and toxic contaminants) are also anticipated to be significant and unavoidable under this alternative.

Potential impacts related to odors under the Lower-Density Alternative would be expected to be less than significant for similar reasons as described for the SYCPU. Specifically, this includes the lack of known long-term odor sources in the area (e.g., agricultural operations), as well as the fact that future development under this alternative would not be expected to result in land uses that produce objectionable odors.

#### 10.2.2.2 Biological Resources

The Lower-Density Alternative would have a similar development footprint as the SYCPU, with the extent of impacts to biological resources under this alternative therefore also similar to that described for the SYCPU. The amount of preserved open space, the extent of disturbance from future development, and related impacts to sensitive resources, habitats (including wetlands), and species under this alternative also would be similar to the SYCPU. Accordingly, this alternative would be expected to result in similar significant impacts to biological resources, as described for the SYCPU, including effects to sensitive species, sensitive habitats, and wetlands. Pursuant to the analysis in Section 5.6, detailed analyses of individual development projects would be required, and mitigation would be implemented on a project level. As a result, impacts to sensitive species, sensitive habitats, and wetlands under the Lower-Density Alternative would be reduced to less than significant levels with mitigation, similar to the SYCPU.

The Lower-Density Alternative would be expected to result in less than significant impacts for issues including wildlife movement, conservation planning, MHPA edge effects, conflicts with local policies/ordinances, and introduction of invasive species, for similar reasons as noted for the SYCPU in Section 5.6.

#### 10.2.2.3 Historical Resources

Impacts to historical resources under the Lower-Density Alternative would be similar to those identified for the SYCPU, as the extent and area of disturbance from associated development would be generally the same (with some variations in land use). As with the SYCPU, this alternative would not propose any specific development, demolition, or alteration of existing resources. Because the area contains known historical and prehistorical resources, however, it can be assumed that future development under the Lower-Density Alternative has the potential to result in significant direct impacts. According to the City's Historical Resources Guidelines, any potential impacts to significant cultural resources, including historical and archaeological resources, religious or sacred uses, and human remains, would be considered significant. Implementation of the mitigation measure identified for archaeological resources would reduce the potential impact to less than significant.

The Lower-Density Alternative would include the same policies as the SYCPU to support the Historic Preservation Element, future development implemented in accordance with the Lower-Density Alternative or the SYCPU would be required to comply with all applicable City, federal, state, and local regulations regarding the protection of historical resources, as described in Section 5.7, *Historical Resources*. However, because implementation of preservation measures at the project-level cannot be guaranteed, impacts to historical resources would be unavoidable as with the SYCPU.

#### 10.2.2.4 Noise

Noise impacts resulting from implementation of the Lower-Density Alternative would be somewhat less than those identified for the SYCPU relative to stationary noise sources. Specifically, without the emphasis on incorporating residential development into commercial areas around transit, fewer residential units would be exposed to stationary sources such as heating and ventilation equipment and loading docks. Similarly, fewer residential units would be exposed to mobile noise sources such as roads and rail. Eliminating the mixed-use concept would reduce the number of residential units located adjacent to major roadways, and eliminating the focus on locating residential units near

transit would reduce exposure to rail noise. Stationary and mobile-source noise impacts related to regulatory conformance and vibration would be less than significant with implementation of the mitigation framework associated with the SYCPU along with compliance with applicable local, state and federal noise regulations.

#### 10.2.2.5 Paleontological Resources

As with the SYCPU, future development under the Lower-Density Alternative has the potential to result in significant direct impacts to paleontological resources. Implementation of future projects under this alternative would require adherence to all applicable guidelines, as described in Section 5.16. The extent of impacts to paleontological resources from implementation of the Lower-Density Alternative would be similar to those identified for the SYCPU, because the areas of development-related disturbance would be generally the same (with associated changes to land use designations/zoning). Strict adherence to the mitigation framework identified in Section 5.16 would be required, and would reduce potential impacts to less than significant (similar to the SYCPU).

#### 10.2.2.6 Transportation/Circulation

The Lower-Density Alternative would result in 1,558 fewer residential units and 18 acres less commercially designated area than the SYCPU. These reductions would result in a proportionate decrease in the number private automobile trips, although the decrease would be partially offset by the loss of the trip reductions anticipated with the SYCPU emphasis on allowing higher density residential uses in close proximity to transit and commercial opportunities.

The Lower-Density Alternative would include the same policies as noted for the SYCPU to support and promote the goals and objectives of the General Plan's various elements, as discussed in Section 5.2. Implementation of the roadway improvements identified in the mitigation framework for the SYCPU cannot be guaranteed. Consequently, as with the SYCPU, the cumulative impacts on roadway segments and intersections within the community plan area would be significant and unavoidable. Also, cumulative impacts on freeway segments would be significant and unavoidable in the absence of potential mitigation measures.

Potential impacts to alternative transportation modes under this alternative would be greater than those described for the SYCPU (which are concluded to be less than significant in Section 5.2), and are considered significant and unavoidable. Specifically, this conclusion is based on the following considerations: (1) the Lower-Density Alternative would not include mixed-use residential/ commercial areas (as under the SYCPU) to promote and expand transit use; and (2) this alternative would not further the SANDAG Regional Transportation Plan goal of creating compact urban cores where more people reside, as is proposed for the SYCPU.

## 10.3 Higher-Density Alternative

### 10.3.1 Description

In the course of determining the ideal land use composition for the proposed project, the City considered a land use plan that included additional residential and commercial developments as well as more park land. This land use concept is considered the "Higher-Density Alternative." The

alternative is intended to maximize opportunities for residential, commercial and related development, and further promote the principles of mixed-use development, smart growth and the City of Villages Strategy. Specifically, the Higher-Density Alternative would include the following land use changes relative to the SYCPU (with the overall development/disturbance area to remain essentially the same as the SYCPU): (1) 15,680 residential units, compared to 9,850 for the SYCPU; (2) 11.7 million square feet of commercial/industrial and related development (e.g., parking), compared to 5.8 million square feet for the SYCPU; and (3) 174 acres of parkland, compared to 82 for the SYCPU. This alternative would also include designated specific plan areas similar to the SYCPU (with individual land use/zoning designations to vary as noted), and would provide mixed-use areas with high-density residential development in proximity to existing/proposed transit facilities to foster walkable and transit-oriented communities (similar to the SYCPU).

## 10.3.2 Environmental Analysis

### 10.3.2.1 Air Quality

The Higher-Density Alternative would construct more residential and commercial/industrial development than the SYCPU, with correspondingly higher emission generation from construction, vehicle trips, and stationary sources. As a result, the Higher-Density Alternative would generate more automobile traffic than the proposed SYCPU, and, potentially more traffic than the Adopted Community Plan. Thus, even though the Higher-Density Alternative would include smart growth principles, the increase in automobile traffic would be inconsistent with the RAQS. Consequently, the Higher-Density Alternative would have a cumulatively significant and unavoidable impact on the RAQS.

With the increase in automobile impacts, the Higher-Density Alternative would have a greater impact with respect to criteria pollutants than the proposed SYCPU. As with the proposed SYCPU, full implementation of mitigation measures cannot be assured. Thus, direct impacts would be significant and unavoidable.

Impacts associated with construction emissions of criteria pollutants under the Higher-Density Alternative would be greater than those identified for the SYCPU due to the additional residential and commercial development. As with the proposed SYCPU, full implementation of mitigation measures cannot be assured. Thus, direct impacts would be significant and unavoidable.

Potential impacts related to cumulative increases of criteria pollutants, and impacts to sensitive receptors (exposure to CO hot spots and toxic contaminants) are also anticipated to be significant and unavoidable under this alternative.

Potential impacts related to odors under this alternative would be expected to be less than significant for similar reasons as described for the SYCPU. Specifically, this includes the lack of known long-term odor sources in the area (e.g., agricultural operations), as well as the fact that future development under the Higher-Density Alternative would not be expected to result in land uses that produce objectionable odors.

#### 10.3.2.2 Biological Resources

The Higher-Density Alternative would have a similar development footprint as the SYCPU, with the extent of impacts to biological resources under this alternative also similar to that described for the SYCPU. Accordingly, this alternative would be expected to result in significant impacts to biological resources, including effects to sensitive species, sensitive habitats, and wetlands, as outlined for the SYCPU. The Higher-Density Alternative would also be expected to result in less than significant impacts for issues including wildlife movement, conservation planning, MHPA edge effects, conflicts with local policies/ordinances, and introduction of invasive species, for similar reasons as noted for the SYCPU.

Pursuant to the analysis in Section 5.6, detailed analyses of individual development projects would be required and mitigation would be implemented on a project-level. Thus, the impact of the Higher-Density Alternative would be less than significant with mitigation, similar to the SYCPU.

#### 10.3.2.3 Historical Resources

Impacts to historical resources under the Higher-Density Alternative would be similar to those identified for the SYCPU, as the extent and area of disturbance from associated development would be generally the same (with some variations in land use). As with the SYCPU, this alternative would not propose any specific development, demolition, or alteration of existing resources. Because the area contains known historical and prehistorical resources, however, it can be assumed that future development under the Higher-Density Alternative has the potential to result in significant direct impacts. According to the City's Historical Resources Guidelines, any potential impacts to significant cultural resources, including historical and archaeological resources, religious or sacred uses, and human remains, would be considered significant. Implementation of the mitigation measure identified for archaeological resources would reduce the potential impact to less than significant.

The Higher-Density Alternative would include the same policies as the SYCPU to support the Historic Preservation Element, future development implemented in accordance with the Higher-Density Alternative or the SYCPU would be required to comply with all applicable City, federal, state, and local regulations regarding the protection of historical resources, as described in Section 5.7, *Historical Resources*. However, because implementation of preservation measures at the project-level cannot be guaranteed, impacts to historical resources would be unavoidable as with the SYCPU.

#### 10.3.2.4 Noise

Noise impacts resulting from implementation of the Higher-Density Alternative would be greater than those identified for the SYCPU relative to stationary noise sources. The increase in residential development in mixed-use areas would potentially increase the number of people exposed to stationary noise sources such as heating and ventilation equipment and loading docks. Similarly, more residential units could be exposed to mobile noise and vibration sources such as roads and rail. Stationary and mobile-source noise impacts related to regulatory conformance and vibration would be less than significant with implementation of the mitigation framework associated with the SYCPU along with compliance with applicable local, state, and federal noise regulations.

#### 10.3.2.5 Paleontological Resources

As with the SYCPU, future development under the Higher-Density Alternative has the potential to result in significant direct impacts to paleontological resources. Implementation of future projects under this alternative would require adherence to all applicable guidelines, as described in Section 5.16. The extent of impacts to paleontological resources from implementation of the Higher-Density Alternative would be similar to those identified for the SYCPU, because the areas of development-related disturbance would be generally the same (with changes land use designations). Implementation of the Higher-Density Alternative would result in potentially significant impacts to paleontological resources at the program level, similar to those described for the SYCPU. Strict adherence to the mitigation framework would still be required to reduce these potential impacts to less than significant.

#### 10.3.2.6 Transportation/Circulation

The local transportation network under the Higher-Density Alternative would remain the same as that described for the SYCPU, although this alternative would result in additional vehicle trips from increased residential and commercial/industrial (and related) development (as noted above in Section 10.3.1). The increase in vehicle trips would be partially offset by emphasizing higher density residential uses in close proximity to transit and within mixed-use commercial development (similar to the SYCPU), with the Higher-Density Alternative to also include the same policies as noted for the SYCPU in support of applicable General Plan goals and objectives (as discussed in Section 5.2). Similar to the SYCPU, however, additional improvements could be required to eliminate all significant impacts on the local roadway network, and implementation of all required mitigation measures cannot be guaranteed at the program level. As a result, traffic generated by the Higher-Density Alternative is expected to result in cumulatively significant and unavoidable impacts to roadway/freeway segments and intersections, similar to the SYCPU.

Potential impacts related to alternative transportation under the this alternative would be less than significant, due to the emphasis on providing mixed-use areas with high-density residential development in proximity to existing/proposed transit facilities as noted in Section 10.3.1 (similar to the SYCPU).

# 10.4 No Calle Primera Extension Alternative

## 10.4.1 Description

Under the No Calle Primera Extension Alternative, proposed land use designation/zoning changes, related policies, and other associated project elements would be identical to the proposed SYCPU, except that the extension of Calle Primera outlined under the SYCPU would not be implemented. As a result, the descriptions of land use types and related data shown for the SYCPU in Table 10-2 would be the same for this alternative, with the exception of the Transportation/Circulation category, which would be slightly reduced under the No Calle Primera Extension Alternative. This alternative would also represent a departure from the Adopted Community Plan, which calls for the future extension of Calle Primera to Camino de la Plaza.

## 10.4.2 Environmental Analysis

### 10.4.2.1 Air Quality

Based on the description provided above in Section 10.4.1, impacts to air quality under the No Calle Primera Extension Alternative would be essentially the same as those identified for the SYCPU in Section 5.3, with a slight reduction in construction-generated emissions from the elimination of roadway extension work. As with the SYCPU, implementation of the measures needed to eliminate significant impacts related to criteria pollutants and TACs cannot be assured. Thus, as with the SYCPU, impacts would be significant and unavoidable. Impacts on the RAQS and odors would be less than significant.

### 10.4.2.2 Biological Resources

Potential impacts to biological resources would be reduced under the No Calle Primera Extension Alternative compared to the SYCPU. Specifically, this alternative would avoid direct impacts to between 1.7 and 3.3 acres of wetlands within the MHPA (depending on the extension option), with these areas representing the only MHPA wetlands affected by the SYCPU, and also comprising habitat for the endangered least Bell's vireo. In addition, avoidance of the noted wetlands under the No Calle Primera Extension Alternative would also eliminate associated short- and long-term indirect impacts to sensitive species (including the vireo) from sources such as noise and lighting. There is also potential for other sensitive plant and animal species to occur within the wetland areas avoided under this alternative, with associated potential impacts therefore to be eliminated. Despite the noted impact reductions/avoidance, the No Calle Primera Extension Alternative would result in significant impacts to sensitive species/habitats and wetlands, similar to the SYCPU (i.e., in areas other than the Calle Primera extension option sites). As noted for the SYCPU in Section 5.6, however, detailed analyses of individual development projects would be required and mitigation would be implemented on a project-level for this alternative. As a result, impacts to the noted biological resources under the No Calle Primera Extension Alternative would be less than significant with mitigation (similar to the SYCPU).

This alternative would also be expected to result in less than significant impacts for issues including wildlife movement, conservation planning, MHPA edge effects, conflicts with local policies/ ordinances, and introduction of invasive species, for similar reasons as noted for the SYCPU.

### 10.4.2.3 Historical Resources

Impacts to historical resources under the No Calle Primera Extension Alternative would be similar because the areas of development-related disturbance would be essentially the same (with the exception of eliminating the disturbance associated with extending Calle Primera). As with the SYCPU, this alternative would not propose any specific development, demolition, or alteration of existing resources. Because the area contains known historical and prehistorical resources, however, it can be assumed that future development under the No Calle Primera Extension Alternative has the potential to result in significant direct impacts. According to the City's Historical Resources Guidelines, any potential impacts to significant cultural resources, including historical and archaeological resources, religious or sacred uses, and human remains, would be considered significant. Implementation of the mitigation measure identified for archaeological resources would reduce the potential impact to less than significant.

The No Calle Primera Extension Alternative would include the same policies as the SYCPU to support the Historic Preservation Element, future development implemented in accordance with the No Calle Primera Extension Alternative or the SYCPU would be required to comply with all applicable City, federal, state, and local regulations regarding the protection of historical resources, as described in Section 5.7, *Historical Resources*. However, because implementation of preservation measures at the project-level cannot be guaranteed, impacts to historical resources would be unavoidable as with the SYCPU.

#### 10.4.2.4 Noise

Potential noise-related impacts associated with regulatory conformance, noise levels, vibration, and construction/airport noise under the No Calle Primera Extension Alternative would be similar to those described in Section 5.5 for the SYCPU, with the exception of regulatory conformance along applicable portions of Bibler Drive under extension Option 1. Specifically, significant noise-related impacts to existing residences along proximal segments of Bibler Drive under Option 1 would be eliminated under this alternative (as none of the three potential extension options would be implemented), with regulatory conformance impacts slightly reduced compared to the SYCPU. Stationary and mobile-source noise impacts to residents along Bibler Drive related to regulatory conformance would be less than significant with implementation of the mitigation framework associated with the SYCPU along with compliance with applicable local, state, and federal noise regulations.

#### 10.4.2.5 Paleontological Resources

As described for the SYCPU in Section 5.16, future development under the No Calle Primera Extension Alternative has the potential to result in significant direct impacts to paleontological resources. The extent of such impacts under this alternative would be similar to those identified for the SYCPU, because the areas of development-related disturbance would be essentially the same (with the exception of extending Calle Primera). As with the SYCPU, implementation of future projects under the No Calle Primera Extension Alternative would require adherence to all applicable guidelines, as described in Section 5.16. Strict adherence to this mitigation framework would reduce potential paleontological resource impacts from this alternative to less than significant (similar to the SYCPU).

#### 10.4.2.6 Transportation/Circulation

The elimination of the extension could adversely affect the proposed I-5 SB off-ramp at Calle Primera, and the Calle Primera/Willow Street/Via de San Ysidro intersection. Otherwise, potential transportation/circulation impacts under the No Calle Primera Extension Alternative would be similar to those described for the SYCPU in Section 5.2, and would include cumulatively significant and unavoidable impacts to roadway/freeway segments and intersections, and less than significant impacts for alternative transportation. Specifically, this conclusion is based on the following considerations: (1) none of the significant impacts identified for roadway/freeway segments and intersections under the SYCPU involve the extension of Calle Primera (including all three design options); and (2) eliminating the Calle Primera extension under this alternative would not affect any of the proposed facilities, policies or other elements related to alternative transportation identified for the SYCPU in Section 5.2. It should also be noted that the No Calle Primera Extension Alternative

would result in some redistribution of local traffic patterns due to the altered roadway configuration, although no associated adverse impacts to traffic circulation or LOS would result.

## 10.5 Environmentally Superior Alternative

The CEQA Guidelines require the identification of an environmentally superior alternative among the alternatives analyzed in an EIR. The guidelines also require that if the No Project Alternative is identified as the environmentally superior alternative, another environmentally superior alternative must be identified.

Based on a comparison of the alternatives' overall environmental impacts, and their compatibility with the SYCPU goals and objectives, the No Project Alternative is the environmental superior alternative for this Program PEIR since overall development would be less than any of the other alternatives. The No Project Alternative does not meet the purpose and objectives of the SYCPU, however, including identifying land use and mobility strategies to cohesively guide growth and development, foster walkable and transit-oriented communities, and address a range of long-range planning topics.

Of the remaining alternatives, the environmentally superior alternative is the No Calle Primera Extension Alternative. This alternative would reduce impacts to biological resources, including avoidance of MHPA wetlands and related direct and indirect effects to sensitive species (including the endangered least Bell's vireo). The No Calle Primera Extension Alternative would also result in similar or reduced impact levels for issue areas determined to be significant under the SYCPU, including air quality, historical resources, noise, paleontological resources, and transportation/circulation. As described for the SYCPU, this alternative would have cumulatively significant and unavoidable impacts related to air quality (air emissions and TACs), historical resources, and transportation/circulation.

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# 11.0 MITIGATION MONITORING AND REPORTING PROGRAM

## 11.1 Introduction

Section 15097 of the CEQA Guidelines requires that a Mitigation Monitoring and Reporting Program (MMRP) be adopted upon certification of an EIR (including associated Findings), to ensure that the associated mitigation measures are implemented. The MMRP identifies the mitigation measures, specifies the entity (or entities) responsible for monitoring and reporting, and notes when in the process monitoring and reporting should be conducted.

This PEIR describes the proposed SYCPU and SYHVSP and, based on direction by the City, evaluates associated potential impacts for the issues of land use; transportation/circulation; air quality; greenhouse gas emissions; noise; biological resources; historical resources; visual effects and neighborhood character; human health/public safety/hazardous materials; hydrology, water quality and drainage; population and housing; public services; public utilities; energy conservation; geology and soils; and paleontological resources.

Pursuant to Public Resources Code Section 21081.6, an MMRP is only required for impacts identified as significant or potentially significant in the EIR analysis. Accordingly, based on the evaluation in Section 5.0 of the PEIR, Environmental Analysis, this MMRP addresses the following potentially significant impacts requiring mitigation:

- SYCPU: transportation/circulation, air quality, noise, biological resources, historical resources, geologic hazard, and paleontological resources.

- SYHVSP: transportation/circulation, air quality, noise, historical resources, and paleontological resources.

The environmental analysis in Section 5.0 of the PEIR resulted in the identification of a mitigation framework to reduce potentially significant impacts for the noted issue areas under the SYCPU and SYHVSP. In some cases, the mitigation measures would reduce impacts to less than significant, while in other instances the identified mitigation measures would reduce the impact, but not to less than significant. Specifically, mitigation measures were identified for individual significant impacts related to air quality, historical resources, and transportation/circulation under both the SYCPU and SYHVSP, although these impacts would remain cumulatively significant and unavoidable even with adherence to the mitigation framework.

The MMRP for the proposed SYCPU and SYHVSP is under the jurisdiction of the City and other pertinent agencies, as specified in the following analyses. The MMRP addresses only the issue areas identified above as significant, with an overview of the applicable MMRP requirements for these issues provided below.

# 11.2 SYCPU

## 11.2.1 Transportation/Circulation

### 11.2.1.1 Roadway Segments

#### a. Impacts

Full implementation of the SYCPU would have a cumulatively significant impact at 31 roadway segments. The impacts at these roadway segments would occur because the LOS would degrade to an unacceptable E or F, or because the v/c ratio increase would exceed the allowable threshold at a location operating at LOS E or F.

#### b. Mitigation Framework

The TIS identified improvements that would mitigate or reduce cumulative roadway segment impacts (Table 11.1, *Roadway Segment Mitigation Measures*). As discussed in the Findings, a number of these mitigation measures are considered infeasible either because they would conflict with the smart growth and/or City of Villages Strategy, or are precluded by surrounding development. These measures are not included in this MMRP.~~As discussed in Section 5.2, *Transportation/Circulation*, not all of the improvements are included in the IFS. Table 11.1 distinguishes between those measures that are included in the IFS and those that are not.~~

**TABLE 11-1**
**ROADWAY SEGMENT MITIGATION MEASURES**

| Mitigation Measure Number | Road Segment | Improvement |
|---|---|---|
| ~~**Included in the IFS**~~ | | |
| TRF-1 | Beyer Blvd: Cottonwood Road to West Park Avenue | Widen the roadway to a 4-lane major arterial and install a raised median. |
| TRF-2 | Beyer Blvd : West Park Avenue to East Beyer Blvd | Widen the roadway to a 4-lane major arterial and install a raised median. |
| TRF-3 | Smythe Avenue : SR-905 Eastbound Ramp to Beyer Blvd | Restripe the roadway to a 4-lane collector with a continuous two–way, left-turn lane. |
| TRF-4 | Smythe Avenue : South Vista Avenue to Sunset Lane | Restripe the roadway to a 2-lane collector with a continuous two-way, left-turn lane. |
| TRF-5 | Dairy Mart Road: West San Ysidro Blvd to I-5 SB Ramps | Widen the roadway to a 4-lane collector. |
| TRF-6 | Dairy Mart Road: I-5 SB Ramps to Servando Avenue | Widen the roadway to a 4-lane collector. |
| TRF-40 | Dairy Mart Road: Servando Avenue to Camino de la Plaza | Construct a raised median. |

**TABLE 11-1**
**ROADWAY SEGMENT MITIGATION MEASURES**
**(continued)**

| Mitigation Measure Number | Road Segment | Improvement |
|---|---|---|
| TRF-40 | Dairy Mart Road: Servando Avenue to Camino de la Plaza | Construct a raised median. |
| TRF-7 | East San Ysidro Blvd: Border Village Road (east) to East Beyer Blvd/ Camino de la Plaza | Widen the roadway to a 5-lane major arterial and install a raised median. |
| TRF-8 | East San Ysidro Blvd: East Beyer Blvd/ Camino de la Plaza to Rail Court | Widen the roadway to a 4-lane major arterial and install a raised median. |
| TRF-9 | Via de San Ysidro : West San Ysidro Blvd to I-5 NB Ramps | Restripe the roadway to a 4-lane collector with a continuous two-way, left-turn lane. |
| ~~TRF-10~~ | ~~Calle Primera: West of Rancho del Rio Estates~~ | ~~Widen the roadway to a 3-lane collector.~~ |
| TRF-11 | Calle Primera: Rancho del Rio Estates to Via de San Ysidro | Widen the roadway to a 3-lane collector. |
| TRF-12 | Camino de la Plaza: I-5 SB Ramp to East San Ysidro Blvd | Widen the roadway to a 4-lane major arterial and install a raised median. |
| **~~Not Included in the IFS~~** | | |
| ~~TRF-36~~ | ~~Beyer Boulevard: Dairy Mart Road to Del Sur Boulevard~~ | ~~Restripe the roadway to a 4-lane collector with a continuous two-way, left-turn lane~~. |
| ~~TRF-37~~ | ~~Otay Mesa Road: North of Beyer Boulevard~~ | ~~Restripe the roadway to a 2-lane collector with a continuous two-way, left-turn lane.~~ |
| ~~TRF-38~~ | ~~East Beyer Boulevard: Beyer Boulevard to Center Street~~ | ~~Widen the roadway to a 4-lane collector with no continuous two-way, left-turn lane.~~ |
| ~~TRF-39~~ | ~~East Beyer Boulevard: Center Street to East San Ysidro Boulevard~~ | ~~Restripe the roadway to a 2-lane collector with a continuous two-way, left-turn lane.~~ |
| ~~TRF-40~~ | ~~Dairy Mart Road: Servando Avenue to Camino de la Plaza~~ | ~~Construct a raised median~~ |
| ~~TRF-41~~ | ~~West San Ysidro Boulevard from Howard Avenue to Dairy Mart Road~~ | ~~Widen the roadway to a 3-lane collector.~~ |
| ~~TRF-42~~[1] | ~~West San Ysidro Boulevard: Sunset Lane to Averil Road~~ | ~~Widen the roadway to a 4-lane collector.~~ |
| ~~TRF-43~~ | ~~West San Ysidro Boulevard: Cottonwood Road to Via de San Ysidro~~ | ~~Widen the roadway to a 4-lane collector.~~ |
| ~~TRF-44~~ | ~~East San Ysidro Boulevard: I-805 northbound (NB) ramps to Border Village Road (west)~~ | ~~Widen the roadway to a 5-lane major arterial and install a raised median.~~ |
| ~~TRF-45~~ | ~~East San Ysidro Boulevard: Border Village Road (west) to Border Village Road (east)~~ | ~~Widen the roadway to a 4-lane major arterial and install a raised median.~~ |
| ~~TRF-46~~ | ~~Border Village Road from San Ysidro Boulevard to San Ysidro Boulevard~~ | ~~Restripe the roadway to a 2-lane collector with a continuous two-way left-turn lane.~~ |

**TABLE 11-1**
**ROADWAY SEGMENT MITIGATION MEASURES**
**(continued)**

| Mitigation Measure Number | Road Segment | Improvement |
|---|---|---|
| ~~TRF-47~~ | ~~Via de San Ysidro from I-5 NB Ramps to Calle Primera~~ | ~~Widen the roadway to a 4-lane major arterial and install a raised median.~~ |
| ~~TRF-48~~ | ~~Calle Primera from Via de San Ysidro to Willow Road~~ | ~~Widen the roadway to a 4-lane collector.~~ |
| ~~TRF-49~~ | ~~Willow Road from Calle Primera to Camino de la Plaza~~ | ~~Widen the roadway to a 4-lane collector.~~ |
| ~~TRF-50~~ | ~~Vista Lane from Dairy Mart Road to Averil Road~~ | ~~Restripe the roadway to a 2-lane collector with a continuous two-way left-turn lane.~~ |
| ~~TRF-51~~ | ~~Cottonwood Road from Sunset Lane to West San Ysidro Boulevard~~ | ~~Restripe the roadway to a 2-lane collector with a continuous two-way, left-turn lane.~~ |
| ~~TRF-52~~[1] | ~~West Park Avenue from Beyer Boulevard to Seaward Avenue~~ | ~~Widen the roadway to a 3-lane collector.~~ |
| ~~TRF-53~~[1] | ~~West Park Avenue from Seaward Avenue to West San Ysidro Boulevard~~ | ~~Widen the roadway to a 2-lane collector.~~ |
| ~~TRF-54~~[1] | ~~East Park Avenue from Seaward Avenue to West San Ysidro Boulevard~~ | ~~Widen the roadway to a 2-lane collector.~~ |

[1] Located within SYHVSP

### c. Mitigation Funding, Timing, and Responsibility

As discussed in Section 5.2 of the PEIR and the Findings, implementation of the roadway segment improvements cannot be guaranteed because funding sources are not guaranteed nor is the timing of their implementation. Potential funding sources are anticipated to potentially include development fees, individual property owners/developers, as well as grants from federal, state and/or other entities (e.g., SANDAG).

Mitigation timing would be driven by the implementation schedule of individual (project level) development related to specific impacts within the SYCPU, along with the availability of funding as outlined above. The overall responsibility for mitigation monitoring, enforcement and reporting would be with the City of San Diego, with certain elements of these tasks to potentially be delegated to applicable parties. Documentation of mitigation-related construction efforts, for example, could be provided by contractors though submittal of daily or weekly construction logs (with verification by City staff as applicable).

### 11.2.1.2 Intersections

#### a. Impacts

Full implementation of the SYCPU would have a cumulative significant impact at 25 intersections. The impacts at these intersections would occur because the increase in delay would exceed the allowable threshold.

#### b. Mitigation Framework

The TIS identified improvements that would mitigate or reduce intersection impacts (Table 11.2, *Intersection Mitigation Measures*). As discussed in the Findings, several of these mitigation measures are considered infeasible either because they would conflict with the smart growth and/or City of Villages Strategy, or are precluded by surrounding development. These measures are not included in this MMRP.~~As discussed in Section 5.2, not all of the intersection improvements are included in the IFS. Table 11.2 distinguishes between those improvements that are included in the IFS and those that are not.~~

#### c. Mitigation Funding, Timing, and Responsibility

As discussed in Section 5.2 of the PEIR and the Findings, implementation of the intersection improvements cannot be guaranteed because funding sources are not guaranteed nor is the timing of their implementation. Potential funding sources are anticipated to potentially include development fees, individual property owners/developers, as well as grants from federal, state and/or other entities (e.g., SANDAG).

**TABLE 11-2**
**INTERSECTION MITIGATION MEASURES**

| Mitigation Measure Number | Intersection Number[1] | Intersection | Improvement |
|---|---|---|---|
| ~~**Included in the IFS**~~ | | | |
| TRF-13 | 1 | Beyer Blvd and Iris Avenue/ SR-905 WB Ramps | Realign west leg of intersection to the north accommodate an exclusive EB left-turn lane. |
| TRF-14 | 2 | Beyer Blvd and Dairy Mart Road/SR 905 EB Ramps | Restripe WB right-turn lane into a WB through/right-turn lane. |
| TRF-15 | 4[2] | Smythe Crossing and Beyer Blvd | Install traffic signal. (High Priority CIP) |
| TRF-16 | 5[2] | Beyer Blvd and Smythe Avenue | Install an exclusive WB right-turn lane, a SB left-turn lane and WB right-turn overlap phase. |
| TRF-17 | 6[2] | W. Park Avenue/Alaquinas Drive and Beyer Blvd | Install an additional SB left-turn lane and an exclusive NB right-turn lane. |
| TRF-18 | 10 | Dairy Mart Road and South Vista Lane | Install traffic signal. |
| TRF-19 | 15[2] | Smythe Avenue and Sunset Lane | Remove segment of Sunset Lane between South Vista Avenue and Smythe Avenue and close intersection of Sunset and Vista Lane. |

**TABLE 11-2**
**INTERSECTION MITIGATION MEASURES**
**(continued)**

| Mitigation Measure Number | Intersection Number[1] | Intersection | Improvement |
|---|---|---|---|
| TRF-20 | 18 | West San Ysidro Blvd and Howard Avenue | Install single lane roundabout. |
| TRF-21 | 22 | West San Ysidro Blvd and Averil Road | Install single lane roundabout or signalize. (High Priority CIP) |
| TRF-22 | 29 | East San Ysidro Blvd and I-805 NB Ramps | Install an additional WB right-turn lane. |
| TRF-23 | 31 | Border Village (south) and E. San Ysidro Blvd | Install a free NB right-turn lane. |
| TRF-24 | 33 | I-5 NB Ramp and E. San Ysidro Blvd | Install a new on-ramp to the I-805 freeway. |
| TRF-25 | 34 | Via de San Ysidro and I-5 NB Ramps | Install traffic signal. |
| TRF-26 | 35 | Via de San Ysidro and I-5 SB Ramp/Calle Primera | Relocate existing I-5 SB off-ramp west of Via de San Ysidro. Install roundabouts. (High Priority CIP) |
| TRF-27 | 36 | Calle Primera/Willow Road and Via de San Ysidro | Relocate existing I-5 SB off-ramp west of Via de San Ysidro. Install roundabouts. (High Priority CIP) |
| TRF-28 | 37 | Dairy Mart Road and I-5 SB Ramps | Install an additional EB left-turn lane. |
| TRF-29 | 38 | Dairy Mart Road and Servando Avenue | Install traffic signal. |
| TRF-30 | 39 | Dairy Mart Road and Camino de la Plaza | Install traffic signal. |
| TRF-31 | 41 | Willow Road and Camino de la Plaza | Provide an exclusive WB right-turn lane and add split signal timing phasing for NB and SB movements. |
| TRF-32 | 42 | Camino de la Plaza and I-5 SB ramps | Provide additional lanes for the southbound ramps |
| TRF-33 | 45 | East San Ysidro Blvd and Center Street | Relocate I-805 SB off-ramp to align with Center Street. |
| TRF-34 | 47[2] | Vista Lane and Smythe Crossing | Install traffic signal. |
| TRF-35 | 48 | Camino de la Plaza and Virginia Avenue | Install traffic signal and provide a second WB left-turn lane. |
| ~~**Not Included in the IFS**~~ | | | |
| ~~TRF-55~~ | ~~7~~ | ~~East Beyer Boulevard/Otay Mesa Road and Beyer Boulevard~~ | ~~Install 4-lane major arterial with exclusive left- and right-turn lanes on east leg of the intersection.~~ |
| ~~TRF-56~~ | ~~30~~ | ~~Border Village Road (North) and East San Ysidro Boulevard~~ | ~~Reconfigure East San Ysidro Boulevard and Border Village Road as a one-way couplet.~~ |

[1] Refer to Figure 5.2-2 for intersection locations.
[2] Located within SYHVSP.

#### 11.2.1.3 Freeway Segments

**a. Impacts**

As described in Section 5.2 of the PEIR, three freeway segments would have significant cumulative impacts with implementation of the proposed SYCPU.

**b. Mitigation Framework**

Freeway improvements identified in the SANDAG Regional Transportation Plan (RTP) would enhance operations along the freeway noted segments. However, these improvements are not within the full control of the City. Thus, no project-related mitigation measures exist.

**c. Mitigation Funding, Timing, and Responsibility**

As discussed above, no mitigation measures to reduce impacts on freeways are within full control of the City. Furthermore, related funding sources are also currently unknown, but may include SANDAG and/or Caltrans, as noted. Similarly, the timing and responsibility for mitigation monitoring, enforcement and reporting are currently unknown, although it is assumed that both the City and Caltrans would be involved in mitigation monitoring, enforcement and reporting.

## 11.2.2 Air Quality

#### 11.2.2.1 Conformance to Federal and State Ambient Air Quality Standards

**a. Impacts**

Based on the evaluation in Section 5.3 of the PEIR, Air Quality, the SYCPU would result in emissions of air pollutants during both the construction phase and operational phase of future development. Operational emissions would be associated with vehicle trips generated by the SYCPU development, along with area sources such as energy use and landscaping. Based on the evaluation of air emissions, the emissions would exceed the screening-level thresholds for volatile organic compounds (VOCs), carbon monoxide (CO), respirable particulate matter with an aerodynamic diameter of 10 microns or less (PM10), and fine particulate matter with an aerodynamic diameter of 2.5 microns or less (PM2.5), and would result in a significant impact for air quality.

**b. Mitigation Framework**

The following mitigation measures would reduce potential impacts related to conformance with State and federal air quality standards from implementation of the SYCPU.

**AQ-1:** To identify potential impacts resulting from construction activities, proposed development projects that are subject to CEQA shall have construction-related air quality impacts analyzed using the latest available CalEEMod model, or other analytical method determined in conjunction with the City. The results of the construction-related air quality impacts analysis shall be included in the development project's CEQA documentation. If such analyses identify potentially significant regional or local air quality impacts based on the emissions thresholds presented in Table 4, the City shall require the incorporation of

appropriate mitigation to reduce such impacts. Examples of potential mitigation measures are provided in Mitigation Measure AQ-2, below.

**AQ-2** For future development that would exceed daily emissions thresholds established by the City of San Diego, best available control measures/technology shall be incorporated to reduce construction emissions to the extent feasible. Best available control measures/technology includes:

a) Minimizing simultaneous operation of multiple pieces of construction equipment;

b) Use of more efficient, or low pollutant emitting equipment, e.g., Tier III or Tier IV rated equipment;

c) Use of alternative fueled construction equipment;

d) Dust control measures for construction sites to minimize fugitive dust, (e.g. watering, soil stabilizers, and speed limits); and/or

e) Minimizing idling time by construction vehicles.

**AQ-3** Each individual implementing development project shall submit a traffic control plan prior to the issuance of a grading permit. The traffic control plan shall describe in detail safe detours and provide temporary traffic control during construction activities for that project. To reduce traffic congestion, the plan shall include, as necessary, appropriate, and practicable, the following: temporary traffic controls such as a flag person during all phases of construction to maintain smooth traffic flow, dedicated turn lanes for movement of construction trucks and equipment on and off site, scheduling of construction activities that affect traffic flow on the arterial system to off-peak hour, consolidating truck deliveries, rerouting of construction trucks away from congested streets or sensitive receptors, and/or signal synchronization to improve traffic flow.

**AQ-4** To identify potential impacts resulting from operational activities associated with future development, proposed development that are subject to CEQA shall have long-term operational-related air quality impacts analyzed using the latest available CalEEMod model, or other analytical method determined in conjunction with the City. The results of the operational-related air quality impacts analysis shall be included in the development project's CEQA documentation. To address potential localized impacts, the air quality analysis shall incorporate a CO hot spot analysis, or other appropriate analyses, as determined by the City. If such analyses identify potentially significant regional or local air quality impacts based on the thresholds presented in Table 5.3-2 or Table 5.3-4, the City shall require the incorporation of appropriate mitigation to reduce such impacts. Examples of potential measures include the following:

- Installation of electric vehicle charging stations;
- Improve walkability design and pedestrian network;

- Increase transit accessibility and frequency by incorporating Bus Rapid Transit ~~lines with permanent operational funding stream~~routes included in the SANDAG Regional Plan; and

- Limit parking supply and unbundle parking costs. Lower parking supply below ITE rates and separate parking costs from property costs.

**AQ-5** In order to reduce energy consumption from future development, applications (e.g., electrical plans, improvement maps) submitted to the City shall include the installation of energy-efficient street lighting throughout the project site where street lighting is proposed.

**c. Mitigation Funding, Timing, and Responsibility**

Funding for applicable elements of the described air quality mitigation measures would be provided on a project-specific basis by the associated property owner, developers, and/or construction contractors.

Mitigation timing would be driven by the implementation schedule of individual (project-level) development related to specific impacts within the SYCPU, with mitigation for individual projects generally to be implemented prior to and during construction. Responsibility for mitigation monitoring, enforcement and reporting would be with the City of San Diego, with certain elements of these tasks to potentially be delegated to applicable parties as described above for roadway segments in Section 11.2.1, *Transportation/Circulation*.

### 11.2.2.2 Cumulatively Considerable Net Increase of Criteria Pollutants

**a. Impacts**

As described in Section 5.3 of the PEIR, criteria pollutant emissions under the SYCPU could contribute to existing violations of their respective standards. Because it cannot be demonstrated at the programmatic level that future development would not exceed applicable air quality standards, associated impacts are considered cumulatively considerable and significant.

**b. Mitigation Framework**

Implementation of the mitigation measures identified above for conformance to State and federal ambient air quality standards (AQ-1 through AQ-5) would also reduce criteria pollutant emissions.

**c. Mitigation Funding, Timing, and Responsibility**

Funding, timing, and responsibility considerations for Mitigation Measures AQ-1 through AQ-5 would be the same as those described above for conformance to State and federal ambient air quality standards.

#### 11.2.2.3 Impacts to Sensitive Receptors

**a. Impacts**

The analysis in Section 5.3 of the PEIR concludes that sensitive receptors/land uses would be subject to significant impacts related to CO hot spots, and exposure of sensitive land uses to DPM as a result of SYCPU implementation.

**b. Mitigation Framework**

The following mitigation measure, in addition to Mitigation Measures AQ-3 and AQ-4, as described above in this section, would reduce potential impacts to sensitive receptors from SYCPU-related exposure to CO hot spots and DPMs.

**AQ-6:** Prior to the issuance of building permits for any facility within the buffer area identified by CARB for TACs, a health risk assessment shall be prepared that demonstrates that health risks would be below the level of significance identified in Table 5.3-4.

**c. Mitigation Funding, Timing, and Responsibility**

Funding, timing, and responsibility considerations for Mitigation Measures AQ-3, AQ-4 and AQ-6 would be the same as those described above for Mitigation Measures AQ-1 through AQ-5 under the discussion of conformance to State and federal ambient air quality standards.

## 11.2.3 Noise

#### 11.2.3.1 Compatibility of Proposed Land Uses with City Noise Guidelines

**a. Impacts**

Traffic increases attributable to the implementation of the SYCPU would result in traffic-related noise levels of over 60 CNEL along several major roadways. Where the design of existing or future residential development would be unable to achieve interior noise levels of less than 45 dBA, significant noise impacts would occur.

**b. Mitigation Framework**

Consistent with the General Plan Policy NE-A.4, the following measure would be required to ensure that noise-sensitive land uses are not exposed to noise levels in excess of City standards.

**NOI-1:** Where new development would expose people to noise exceeding normally acceptable levels, a site-specific acoustical analysis shall be performed prior to the approval of building permits for:

- Single-family homes, senior housing, and mobile homes where exterior noise levels range between 60 and 65 CNEL.
- Multi-family homes and mixed-use/commercial and residential, where exterior noise levels range between 65 and 70 CNEL.

- All land uses where noise levels exceed the conditionally compatible exterior noise exposure levels as defined in the City's Land Use/Noise Compatibility Guidelines.

The acoustical analysis shall be conducted to ensure that barriers, building design and/or location are capable of maintaining interior noise levels at 45 CNEL or less. Barriers may include a combination of earthen berms, masonry block, and Plexiglas. Building location may include the use of appropriate setbacks. Building design measures may include dual-pane windows, solid core exterior doors with perimeter weather stripping, and mechanical ventilation to allow windows and doors to remain closed.

**c. Mitigation Funding, Timing, and Responsibility**

Funding for the described noise mitigation would be provided on a project-specific basis by the associated property owners and/or developers.

Mitigation timing would be driven by the implementation schedule of individual (project-level) development related to specific impacts within the SYCPU, with mitigation for individual projects generally to be implemented prior to or during construction. Responsibility for noise-related mitigation monitoring, enforcement and reporting would be with the City of San Diego.

### 11.2.3.2 Vibration

**a. Impacts**

Potential sources of ground-borne vibration are the in the SYCPU area include ~~trolley~~Trolley and freight train traffic, both of which utilize existing tracks that bisect the Community Plan area diagonally from northwest to southeast. As described in Section 5.5 of the PEIR, the FTA provides screening distances for land uses that may be subject to vibration impacts from a commuter rail. For Category 1 uses, such as vibration-sensitive equipment, the screening distance from the right-of-way is 600 feet. For Category 2 land uses, such as residences and buildings, where people would normally sleep, the screening distance is 200 feet. The screening distance for Category 3 land uses, such as institutional facilities, is 120 feet.

Land use designations proposed by the SYCPU would allow land uses associated with Categories 1, 2, and 3. Therefore, future development pursuant to the SYCPU has the potential to locate new vibration-sensitive land uses within the screening distance of the railroad tracks. Because new development proposed within the noted screening distances would require further analysis to assess vibration, potential impacts related to ground-borne vibration are considered potentially significant.

**b. Mitigation Framework**

The following mitigation measure would reduce potential vibration-related impacts from implementation of the SYCPU.

**NOI-2:** A site-specific vibration study shall be prepared for proposed land uses within FTA screening distances for potential vibration impacts related to train activity. Proposed

development shall implement recommended measures within the technical study to ensure that vibration impacts meet the FTA criteria for vibration impacts.

**c. Mitigation Funding, Timing, and Responsibility**

Funding for the described noise mitigation would be provided on a project-specific basis by the associated property owners and/or developers.

Mitigation timing would be driven by the implementation schedule of individual (project-level) development related to specific impacts within the SYCPU, with mitigation for individual projects generally to be implemented prior to or during construction. Responsibility for noise-related mitigation monitoring, enforcement and reporting would be with the City of San Diego.

## 11.2.4 Biological Resources

### 11.2.4.1 Sensitive Species

**a. Impacts**

Implementation of the SYCPU has the potential to impact a number of sensitive plant and wildlife species (as outlined in Section 5.6 of the PEIR, Biological Resources), both directly through the loss of habitat, and indirectly by placing development adjacent to the MHPA. Potential impacts to federal or State listed species, MSCP Covered Species, Narrow Endemic Species, plant species with a CNPS Rare Plant Rank of 1 or 2, and wildlife species included on the CDFW Special Animals List would likely be significant. Additionally, impacts to active bird nests of species protected by the federal Migratory Bird Treaty Act and California Fish and Game Code are not allowed, and would be significant.

**b. Mitigation Framework**

The following mitigation measures would reduce potential impacts on sensitive species from implementation of the SYCPU.

**BIO-1:** **Sensitive Plants.** A qualified biologist shall survey for sensitive plants in the spring of a year with adequate rainfall prior to initiating construction activities in a given area. If a survey cannot be conducted due to inadequate rainfall, then the project proponent shall consult with the City and Wildlife Agencies (where applicable) to determine if construction may begin based on site-specific vegetation mapping and potential to occur analysis, and what mitigation would be required, or whether construction must be postponed until spring rare plant survey data is collected.

Adherence to the MSCP Subarea Plan Appendix A (i.e. Conditions of Coverage) and securing comparable habitat to the impacted habitat at the required ratio(s) (i.e., a habitat-based approach to mitigation; see Tables 5.6-9a, 5.6-9b, and 5.6-10 in Mitigation Measures BIO-9 and BIO-10) shall mitigate for direct impacts to most sensitive plant species (e.g., MSCP Covered Species).

Impacts to federal or State listed plant species shall first be avoided, where feasible, and where not feasible, impacts shall be compensated through salvage and relocation via a

transplantation/restoration program and/or off-site acquisition and preservation of habitat containing the plant species at ratios, in accordance with the City's Biology Guidelines~~a 2:1 ratio~~. A qualified biologist shall prepare a City- and Wildlife Agency-approved Restoration Plan that shall indicate where restoration would take place. The restoration plan shall also identify the goals of the restoration, responsible parties, methods of restoration implementation, maintenance and monitoring requirements, final success criteria, and contingency measures, and notice of completion requirements.

Impacts to moderately sensitive plant species (California Rare Plant Rank 1 or 2 species) shall be avoided, where feasible, and where not feasible, impacts shall be mitigated through reseeding (with locally collected seed stock) or relocation. Where reseeding or salvage and relocation is required, the project proponent shall identify a qualified Habitat Restoration Specialist to be approved by the City. The Habitat Restoration Specialist shall prepare and implement a Restoration Plan to be approved by the City for reseeding or salvaging and relocating sensitive plant species.

**BIO-2:** **Fairy Shrimp.** Prior to the issuance of construction permits for future projects in the SYCPU area, protocol surveys shall be completed, if suitable habitat could be affected, to confirm the presence/absence of San Diego fairy shrimp and Riverside fairy shrimp. If San Diego fairy shrimp and/or Riverside fairy shrimp are identified, authorization for take of the species shall be obtained from the USFWS prior to impacts to the species or its occupied habitat. A draft Vernal Pool HCP is currently being prepared by the City in coordination with the Wildlife Agencies. Mitigation for impacts to fairy shrimp within the SYCPU Vernal Pool HCP areas would be required to comply with an individual project, USFWS biological opinion/take permit and/or the Vernal Pool HCP (if adopted and applicable for a given specific project).

**BIO-3:** **Quino Checkerspot Butterfly.** Prior to the issuance of construction permits for future projects in the SYCPU area, protocol surveys shall be completed to confirm the presence/absence of the Quino checkerspot butterfly, if suitable habitat could be affected. If the butterfly is identified, authorization for take of the species shall be obtained from the USFWS prior to impacts to the species or its occupied habitat. If authorization is obtained, mitigation measures such as the avoidance of occupied habitat and/or the acquisition of occupied habitat shall be developed in consultation with the USFWS and the City.

**BIO-4:** **Coastal California Gnatcatcher.** Prior to the issuance of construction permits for future projects in the SYCPU area, protocol surveys shall be completed within the MHPA in suitable habitat for the coastal California gnatcatcher, if suitable habitat could be affected. If the species is determined to occupy a site, the loss of occupied habitat (potentially Diegan coastal sage scrub and maritime succulent scrub) shall be mitigated for in accordance with the City's Biology Guidelines and MSCP Subarea Plan (see mitigation for sensitive upland habitats in Mitigation Measure BIO-11 and noise components of the City's MHPA Land Use Adjacency Guidelines standard mitigation in Mitigation Measure BIO-8).

**BIO-5:** **Least Bell's Vireo.** Prior to the issuance of construction permits for future projects in the SYCPU area (specifically for the extension of Calle Primera), a protocol survey shall be completed in suitable habitat for the least Bell's vireo if suitable habitat could be affected. If the species is determined to be present, the loss of occupied habitat shall be mitigated

for in accordance with the City's Biology Guidelines and MSCP Subarea Plan (see mitigation for wetland communities in Mitigation Measure BIO-10 and noise components of the City's MHPA Land Use Adjacency Guidelines standard mitigation in Mitigation Measure BIO-8).

**BIO-6:** **Burrowing Owl.** During discretionary analysis for future specific projects in the SYCPU area habitat assessments shall be conducted on undeveloped or disturbed land following guidelines and protocol established in the Staff Report on Burrowing Owl Mitigation (CDFW 2012). Should burrowing owl habitat or sign be encountered on or within 150 meters of a project site, breeding season surveys shall be conducted according to the protocol (CDFW 2012). If occupancy is determined, site-specific avoidance and mitigation measures shall be developed. Measures to avoid and minimize impacts to burrowing owl may include take avoidance (pre-construction) surveys and the use of buffers, screens, or other measures to minimize impacts during project activities.

**BIO-7:** **Coastal Cactus Wren.** Prior to issuance of construction permits for future projects in the SYCPU area, a habitat assessment shall be conducted, if suitable habitat could be affected, to determine its presence or absence. If the species is present, mitigation measures shall include area-specific management directives contained in the MSCP for the coastal cactus wren that include the restoration of maritime succulent scrub with propagation of cactus patches within the MHPA, adaptive management of cactus wren habitat, monitoring of populations, and compliance with the MHPA Land Use Adjacency Guidelines to reduce detrimental edge effects. No clearing of occupied habitat may occur from the period of February 15 to August 15. In addition, if unoccupied CACW habitat is impacted, standard mitigation measures for CACW plant salvage and relocation to existing restoration areas shall be included for site-specific projects.

**BIO-8:** **Nesting Birds.** To reduce potentially significant impacts that would interfere with avian nesting within the SYCPU area, measures to be incorporated into project-level construction activities shall include the following, as applicable:

- Site-specific biological resources surveys (e.g., for the coastal California gnatcatcher, burrowing owl, raptors, etc.) shall be conducted in accordance with latest City's Biology Guidelines and Wildlife Agency protocol. Nesting season avoidance and/or pre-grading surveys and mitigation shall also be completed as required to comply with the federal Endangered Species Act, MBTA, California Fish and Game Code, MSCP, and/or ESL Regulations. The MSCP specifies a 300-foot avoidance area for active Cooper's hawk nests and a 900-foot avoidance area for active northern harrier nests.

- In accordance with the noise component of the City's standard MHPA Land Use Adjacency Guideline mitigation measures, there shall be no clearing, grubbing, grading, or other construction activities during the breeding seasons for cactus wren, least Bell's vireo, and/or coastal California gnatcatcher (cactus wren, February 15 to August 15; least Bell's vireo, March 15 to September 15; coastal California gnatcatcher, March 1 to August 15; burrowing owl February 1 to August 31) until it can be demonstrated that construction activities would not result in noise levels exceeding 60 dB(A) $L_{EQ}$ at the edge of their occupied habitat(s).

- Work near active nests of any species must include suitable noise abatement measures to ensure construction noise levels at the MHPA boundary would not exceed 60 dB(A) $L_{EQ}$.

Implementation of the Mitigation Framework identified above would reduce significant program-level (and project-level impacts) to sensitive species to less than significant.

**BIO-9:** **Other Wildlife Species.** Site-specific biology surveys shall be conducted to identify any other sensitive or MSCP Covered species present on each future project in the SYCPU area, including but not limited to the potential species listed in Table 5.6-4. Impacts to most sensitive and MSCP Covered species will be mitigated by habitat-based mitigation, as established by the City's Biology Guidelines, unless a rare circumstance requires additional species-specific mitigation. In that case, the project-level biological survey report shall justify why species-specific mitigation is necessary. For MSCP Covered species, conditions from MSCP Subarea Plan Appendix A shall be implemented where applicable, such as measures to discourage Argentine ants on projects occupied by coast horned lizard.

**c. Mitigation Funding, Timing, and Responsibility**

Funding for the described mitigation measures related to sensitive species would be provided on a project-specific basis by the associated property owners and/or developers.

Mitigation timing would be driven by the implementation schedule of individual (project-level) development related to specific impacts within the SYCPU, with mitigation for individual projects generally to be implemented prior to issuance of construction permits BIO-1 through BIO-7 and 9, or prior to/during construction activities (BIO-8). Responsibility for biology-related mitigation monitoring, enforcement and reporting would be with the City of San Diego.

### 11.2.4.2 Sensitive Habitats

**a. Impacts**

As described Section 5.6 of the PEIR, implementation of the SYCPU (including the three options for extending Calle Primera) would potentially impact sensitive habitats, including up to approximately 3.8 acres of wetland communities, and 98.4 acres of Tier I, II, and IIIB habitats (refer to Tables 5.6-7 and 5.6-8 of the PEIR, *Potential Impacts to Sensitive Habitats/Communities* and *Potential Impacts to Sensitive Communities from the Three Calle Primera Options*, respectively). These impacts could occur both directly through habitat removal or indirectly by placing development adjacent to sensitive vegetation communities.

**b. Mitigation Framework**

The following mitigation measures would reduce potential impacts on sensitive habitats from implementation of the SYCPU.

**BIO-10:** **Wetland Habitats**: Wherever feasible, wetland impacts shall be avoided. If avoidance is infeasible, wetland impacts shall be mitigated to achieve no net loss of wetland function and value. Mitigation for wetland vegetation community impacts usually entails a

combination of habitat acquisition/preservation, restoration, and/or creation. Typical mitigation ratios, as defined in the City's Biology Guidelines, are identified in Tables 11-3 and 11-4, *City of San Diego Wetland Mitigation Ratios (with Biologically Superior Design)* and *City of San Diego Wetland Mitigation Ratios (without Biologically Superior Design Outside of the Coastal Zone)*, respectively.

**TABLE 11-3**
**CITY OF SAN DIEGO WETLAND MITIGATION RATIOS**
**(with Biologically Superior Design*)**

| Vegetation Community | Mitigation Ratio |
|---|---|
| Riparian | 2:1 to 3:1 |
| Vernal pool | 2:1 to 4:1 |
| Unvegetated basin with fairy shrimp | 2:1 to 4:1 |

* A Biologically Superior Design includes avoidance, minimization, and compensatory measures, which would result in a net gain in overall function and values of the type of wetland resource over the resources being impacted.

**TABLE 11-4**
**CITY OF SAN DIEGO WETLAND MITIGATION RATIOS**
**(without Biologically Superior Design Outside of the Coastal Zone)**

| Vegetation Community | Mitigation Ratio |
|---|---|
| Riparian | 4:1 to 6:1 |
| Vernal pool | 4:1 to 8:1 |
| Unvegetated basin with fairy shrimp | 4:1 to 8:1 |

**BIO-11:** **Upland Habitats**: Wherever feasible, impacts to sensitive upland vegetation communities shall be avoided. Where avoidance is not feasible, sensitive upland vegetation communities shall be mitigated through habitat acquisition/preservation, restoration, and/or creation—or a combination thereof. Mitigation for impacts to sensitive upland vegetation would be required in accordance with the ratios in Table 5.6-10, *Mitigation Ratios for Impacts to Upland Vegetation Communities*, per the City's Biology Guidelines. The habitat types that would be impacted by the project and require mitigation are shown in bold in Table 10. The SYCPU would also impact Disturbed Land and Eucalyptus Woodland, which are classified as Tier IV, and do not require mitigation. For individual project impacts that would not exceed 5 acres (in some cases up to 10 acres), an in-lieu contribution may be made to the City's Habitat Acquisition Fund.

**TABLE 11-5**
**MITIGATION RATIOS FOR IMPACTS TO UPLAND VEGETATION COMMUNITIES**

| Tier | Habitat Type | Mitigation Ratios |
|---|---|---|
| TIER 1 (rare uplands) | Southern Foredunes Torrey Pines Forest Coastal Bluff Scrub Maritime Succulent Scrub Maritime Chaparral Scrub Oak Chaparral Native Grassland Oak Woodlands | Location of Preservation<br>Location of Impact: Inside* — Inside 2:1, Outside 3:1<br>Location of Impact: Outside — Inside 1:1, Outside 2:1 |
| TIER II (uncommon uplands) | Coastal Sage Scrub (CSS) CSS/Chaparral | Location of Preservation<br>Location of Impact: Inside* — Inside 1:1, Outside 2:1<br>Location of Impact: Outside — Inside 1:1, Outside 1.5:1 |
| TIER III A (common uplands) | Mixed Chaparral Chamise Chaparral | Location of Preservation<br>Location of Impact: Inside* — Inside 2:1, Outside 3:1<br>Location of Impact: Outside — Inside 1:1, Outside 2:1 |
| TIER III B (common uplands) | Non-Native Grasslands | Location of Preservation<br>Location of Impact: Inside* — Inside 1:1, Outside 1.5:1<br>Location of Impact: Outside — Inside 0.5:1, Outside 1:1 |

* For all Tier I impacts, the mitigation could (1) occur within the MHPA portion of Tier I (in Tier) or (2) occur outside of the MHPA within the affected habitat type (in-kind). For impacts on Tier II, IIIA, and IIIB habitats, the mitigation could (1) occur within the MHPA portion of Tiers I- III (out-of-kind) or (2) occur outside of the MHPA within the affected habitat type (in-kind). Project-specific mitigation will be subject to applicable mitigation ratios at the time of project submittal.

### c. Mitigation Funding, Timing, and Responsibility

Funding for the described mitigation measures related to sensitive habitats would be provided on a project-specific basis by the associated property owners and/or developers.

Mitigation timing would be driven by the implementation schedule of individual (project-level) development related to specific impacts within the SYCPU, with mitigation for individual projects generally to be implemented prior to (e.g., avoidance through design), during (e.g., avoidance through monitoring and/or restoration/creation), or after construction (e.g., acquisition). Responsibility for biology-related mitigation monitoring, enforcement and reporting would be with the City of San Diego.

## 11.2.4.3 Wetlands

### a. Impacts

As described Section 5.6 of the PEIR, implementation of the SYCPU would potentially impact up to approximately 3.8 acres of wetland habitats (refer to Tables 5.6-7 and 5.6-8 of the PEIR). These impacts could occur both directly through habitat removal, or indirectly by placing development adjacent to sensitive wetland communities.

**b. Mitigation Framework**

Implementation of Mitigation Measure BIO-10, as described above under Sensitive Habitats, would reduce significant program-level (and project-level) impacts to wetlands to less than significant.

**c. Mitigation Funding, Timing, and Responsibility**

Funding for the described mitigation related to wetlands would be provided on a project-specific basis by the associated property owners and/or developers.

Mitigation timing and responsibilities for wetland-related mitigation monitoring, enforcement and reporting would be the same as that described above under Sensitive Habitats.

## 11.2.5 Geology

### 11.2.5.1 Geologic Hazard

**a. Impacts**

As described in Section 5.15.1.2, the eastern portion of the SYCPU area, which is included in the Hillside Specific Plan area designated by the SYCPU, includes a number of known landslide-prone areas. Future development in these areas would be exposed to potentially significant impacts related to landslides.

**b. Mitigation Framework**

The following mitigation measure would reduce potential impacts related to landslide potential from implementation of the SYCPU.

**GEO-1:** **Geologic Hazard:** Prior to issuance of the first building permit on vacant land located within geologic hazard categories 21 or 22, a comprehensive geotechnical investigation shall be conducted that will address all vacant land within these categories. The geotechnical investigation will characterize the limit/extent of the slide areas, the engineering characteristics of the soil material(s) which comprises the slip plane(s), and the hydrogeologic conditions within and in the areas surrounding the slides. The results of the investigation will be adequate to develop a 3-dimensional model of the slide, and to perform slope stability analyses. The investigation will also evaluate the impact of the proposed development on the stability of the adjoining properties.

The investigation shall identify remedial mitigation measures that would be necessary to stabilize slopes to factor of safety of 1.5 or greater. Mitigation measures shall include, but not be limited to: removal/replacement of unstable deposits, installation of stabilizing features such as buttress fills or shear pins, and/or the use of protective barriers. As required by the City Engineer, these remedial measures will be implemented prior to issuance of the first building permit within the affected area. Subsequent development shall demonstrate that the necessary remedial measures have been completed, or demonstrate that the development will implement equivalent remedial measures, to the

satisfaction of the City Engineer, to reduce landslide effects to less than significant based on subsequent geotechnical analysis.

**c. Mitigation Funding, Timing, and Responsibility**

Funding for the described geologic hazard mitigation would be provided on a project-specific basis by the associated property owners and/or developers.

Mitigation timing would be driven by the implementation schedule of individual (project-level) development related to specific impacts within the SYCPU, with mitigation for individual projects generally to be implemented prior to or during construction. Responsibility for mitigation monitoring, enforcement and reporting would be with the City of San Diego.

## 11.2.6 Historical Resources

### 11.2.6.1 Archaeological and Historical Resources

**a. Impacts**

As described in Section 5.7, *Historical Resources*, of the PEIR, the SYCPU area includes both known and potential historical and archeological resources. As a result, future development pursuant to the SYCPU could have a significant impact on important historical or archaeological resources.

**b. Mitigation Framework**

**Archaeological Resources**

The following mitigation measures would reduce potential impacts on historical resources from implementation of the SYCPU.

**HIST-1: Archaeological and Tribal Cultural Resources.** Prior to issuance of any permit for a future development project implemented in accordance with the SYCPU ~~area~~ that could directly affect an archaeological or tribal cultural resource, the City shall require the following steps be taken to determine: (1) the presence of archaeological or tribal cultural resources and (2) the appropriate mitigation for any significant resources which may be impacted by a development activity. Sites may include, but are not limited to, residential and commercial properties, privies, trash pits, building foundations, and industrial features representing the contributions of people from diverse socio-economic and ethnic backgrounds. Sites may also include resources associated with prehistoric Native American activities.

Initial Determination

The environmental analyst will determine the likelihood for the project site to contain historical resources by reviewing site photographs and existing historic information (e.g., Archaeological Sensitivity Maps, the Archaeological Map Book, and the City's "Historical Inventory of Important Architects, Structures, and People in San Diego") and may conduct a site visit, as needed. If there is any evidence that the site contains

archaeological or tribal cultural resources, then an archaeological ~~a historic~~ evaluation consistent with the City Guidelines would be required. All individuals conducting any phase of the archaeological evaluation program must meet professional qualifications in accordance with the City Guidelines.

Step 1:

Based on the results of the Initial Determination, if there is evidence that the site contains historical resources, preparation of a historic evaluation is required. The evaluation report would generally include background research, field survey, archaeological testing and analysis. Before actual field reconnaissance would occur, background research is required which includes a record search at the SCIC at San Diego State University and the San Diego Museum of Man. A review of the Sacred Lands File maintained by the NAHC must also be conducted at this time. Information about existing archaeological collections should also be obtained from the San Diego Archaeological Center and any tribal repositories or museums.

In addition to the record searches mentioned above, background information may include, but is not limited to: examining primary sources of historical information (e.g., deeds and wills), secondary sources (e.g., local histories and genealogies), Sanborn Fire Maps, and historic cartographic and aerial photograph sources; reviewing previous archaeological research in similar areas, models that predict site distribution, and archaeological, architectural, and historical site inventory files; and conducting informant interviews. The results of the background information would be included in the evaluation report.

Once the background research is complete, a field reconnaissance must be conducted by individuals whose qualifications meet the standards outlined in the City Guidelines. Consultants are encouraged to employ innovative survey techniques when conducting enhanced reconnaissance, including, but not limited to, remote sensing, ground penetrating radar, and other soil resistivity techniques as determined on a case-by-case basis. Native American participation is required for field surveys when there is likelihood that the project site contains prehistoric archaeological resources or traditional cultural properties. If through background research and field surveys historical resources are identified, then an evaluation of significance, based on the City's Guidelines, must be performed by a qualified archaeologist.

Step 2:

~~Once a historical resource has been~~ Where a recorded archaeological site or Tribal Cultural Resource (as defined in the Public Resources Code) is identified, the City would be required to initiate consultation with identified California Indian tribes pursuant to provisions in Public Resources Code 21080.3.1 and 21080.3.2, in accordance with Assembly Bill 52. ~~a significance determination must be made.~~ It should be noted that during the consultation process, tribal representative(s) ~~and/or Native American monitors~~ will be directly involved in making recommendations regarding the significance of a tribal cultural resource which could also be a prehistoric archaeological site~~s during this phase of the process. The~~ A testing program may be recommended which requires reevaluation of the proposed project in consultation with the Native American representative which could result in a

combination of project redesign to avoid and/or preserve significant resources as well as mitigation in the form of data recovery and monitoring (as recommended by the qualified archaeologist and Native American representative). ~~An~~ The archaeological testing program, if required, will ~~be required which i~~nclude~~s~~ evaluating the horizontal and vertical dimensions of a site, the chronological placement, site function, artifact/ecofact density and variability, presence/absence of subsurface features, and research potential. A thorough discussion of testing methodologies, including surface and subsurface investigations, can be found in the City Guidelines. Results of the consultation process will determine the nature and extent of any additional archaeological evaluation or changes to the proposed project.

The results from the testing program will be evaluated against the Significance Thresholds found in the Guidelines. If significant historical resources are identified within the Area of Potential Effect, the site may be eligible for local designation. However, this process would not proceed until such time that the tribal consultation has been concluded and an agreement is reached (or not reached) regarding significance of the resource and appropriate mitigation measures are identified. ~~At this time,~~ When appropriate, the final testing report must be submitted to Historical Resources Board staff for eligibility determination and possible designation. An agreement on the appropriate form of mitigation is required prior to distribution of a draft environmental document. If no significant resources are found, and site conditions are such that there is no potential for further discoveries, then no further action is required. Resources found to be non-significant as a result of a survey and/or assessment will require no further work beyond documentation of the resources on the appropriate Department of Parks and Recreation (DPR) site forms and inclusion of results in the survey and/or assessment report. If no significant resources are found, but results of the initial evaluation and testing phase indicates there is still a potential for resources to be present in portions of the property that could not be tested, then mitigation monitoring is required.

Step 3:

Preferred mitigation for historical resources is to avoid the resource through project redesign. If the resource cannot be entirely avoided, all prudent and feasible measures to minimize harm shall be taken. For archaeological resources where preservation is not an option, a Research Design and Data Recovery Program is required, which includes a Collections Management Plan for review and approval. When tribal cultural resources are present and also cannot be avoided, appropriate and feasible mitigation will be determined through the tribal consultation process and incorporated into the overall data recovery program, where applicable or project specific mitigation measures incorporated into the project. The data recovery program shall be based on a written research design and is subject to the provisions as outlined in CEQA, Section 21083.2. The data recovery program must be reviewed and approved by the City's Environmental Analyst prior to ~~draft CEQA document~~ distribution of a draft CEQA document and shall include the results of the tribal consultation process. Archaeological monitoring may be required during building demolition and/or construction grading when significant resources are known or suspected to be present on a site, but cannot be recovered prior to grading due to obstructions such as, but not limited to, existing development or dense vegetation.

A Native American observer must be retained for all subsurface investigations, including geotechnical testing and other ground-disturbing activities, whenever a Native American ~~Traditional Cultural Property~~ tribal cultural resource or any archaeological site located on City property or within the Area of Potential Effect of a City project would be impacted. In the event that human remains are encountered during data recovery and/or a monitoring program, the provisions of California Public Resources Code Section 5097 must be followed. In the event that human remains are discovered during project grading, work shall halt in that area and the procedures set forth in the California Public Resources Code (Section 50987.98) and State Health and Safety Code (Section 7050.5), and in the federal, state, and local regulations described above shall be undertaken. These provisions will be ~~are~~ outlined in the MMRP included in ~~the~~ a subsequent project-specific environmental document. The Native American monitor shall be consulted during the preparation of the written report, at which time they may express concerns about the treatment of sensitive resources. If the Native American community requests participation of an observer for subsurface investigations on private property, the request shall be honored.

Step 4:

Archaeological Resource Management reports shall be prepared by qualified professionals as determined by the criteria set forth in Appendix B of the Guidelines. The discipline shall be tailored to the resource under evaluation. In cases involving complex resources, such as traditional cultural properties, rural landscape districts, sites involving a combination of prehistoric and historic archaeology, or historic districts, a team of experts will be necessary for a complete evaluation.

Specific types of historical resource reports are required to document the methods (see Section III of the Guidelines) used to determine the presence or absence of historical resources; to identify the potential impacts from proposed development and evaluate the significance of any identified historical resources; to document the appropriate curation of archaeological collections (e.g., collected materials and the associated records); in the case of potentially significant impacts to historical resources, to recommend appropriate mitigation measures that would reduce the impacts to below a level of significance; and to document the results of mitigation and monitoring programs, if required.

Archaeological Resource Management reports shall be prepared in conformance with the California Office of Historic Preservation "Archaeological Resource Management Reports: Recommended Contents and Format" (see Appendix C of the Guidelines), which will be used by Environmental ~~Analysis Section~~ staff in the review of archaeological resource reports. Consultants must ensure that archaeological resource reports are prepared consistent with this checklist. This requirement will standardize the content and format of all archaeological technical reports submitted to the City. A confidential appendix must be submitted (under separate cover) along with historical resources reports for archaeological sites and ~~traditional~~ tribal cultural ~~properties~~ resources containing the confidential resource maps and records search information gathered during the background study. In addition, a Collections Management Plan shall be prepared for projects which result in a substantial collection of artifacts and must address the management and research goals of the project and the types of materials to be collected and curated based on a sampling strategy that is acceptable to the City. Appendix D

(Historical Resources Report Form) may be used when no archaeological resources were identified within the project boundaries.

Step 5:

For Archaeological Resources: All cultural materials, including original maps, field notes, non-burial related artifacts, catalog information, and final reports recovered during public and/or private development projects must be permanently curated with an appropriate institution, one which has the proper facilities and staffing for insuring research access to the collections consistent with state and federal standards unless otherwise determined during the tribal consultation process. In the event that a prehistoric and/or historic deposit is encountered during construction monitoring, a Collections Management Plan would be required in accordance with the project MMRP. The disposition of human remains and burial related artifacts that cannot be avoided or are inadvertently discovered is governed by state (i.e., AB 2641 [Coto] and California Native American Graves Protection and Repatriation Act of 2001 [Health and Safety Code 8010-8011]) and federal (i.e., Native American Graves Protection and Repatriation Act [U.S.C. 3001-3013]) law, and must be treated in a dignified and culturally appropriate manner with respect for the deceased individual(s) and their descendants. Any human bones and associated grave goods of Native American origin shall be turned over to the appropriate Native American group for repatriation.

Arrangements for long-term curation of all recovered artifacts must be established between the applicant/property owner and the consultant prior to the initiation of the field reconnaissance~~, and~~ When tribal cultural resources are present, or non-burial-related artifacts associated with tribal cultural resources are suspected to be recovered, the treatment and disposition of such resources will be determined during the tribal consultation process. This information must then be included in the archaeological survey, testing, and/or data recovery report submitted to the City for review and approval. Curation must be accomplished in accordance with the California State Historic Resources Commission's Guidelines for the Curation of Archaeological Collection (dated May 7, 1993) and, if federal funding is involved, Title 36 of the Code of Federal Regulations, Part 79 ~~of the Federal Register~~. Additional information regarding curation is provided in Section II of the Guidelines.

**Historical Resources**

**HIST-2:** Prior to issuance of any permit for a future development project implemented in accordance with the SYCPU that would directly or indirectly affect a building/structure in excess of 45 years of age, the City shall determine whether the affected building/structure is historically significant. The evaluation of historic architectural resources shall be based on criteria such as: age, location, context, association with an important person or event, uniqueness, or structural integrity, as indicated in the Guidelines.

Preferred mitigation for historic buildings or structures shall be to avoid the resource through project redesign. If the resource cannot be entirely avoided, all prudent and feasible measures to minimize harm to the resource shall be taken. Depending upon project impacts, measures shall include, but are not limited to:

a) Preparing a historic resource management plan;

b) Designing new construction which is compatible in size, scale, materials, color and workmanship to the historic resource (such additions, whether portions of existing buildings or additions to historic districts, shall be clearly distinguishable from historic fabric);

c) Repairing damage according to the Secretary of the Interior's Standards for Rehabilitation;

d) Screening incompatible new construction from view through the use of berms, walls, and landscaping in keeping with the historic period and character of the resource;

e) Shielding historic properties from noise generators through the use of sound walls, double glazing, and air conditioning.; and

f) Removing industrial pollution at the source of production.

Specific types of historical resource reports, outlined in Section III of the HRG, are required to document the methods to be used to determine the presence or absence of historical resources, to identify potential impacts from a proposed project, and to evaluate the significance of any historical resources identified. If potentially significant impacts to an identified historical resource are identified these reports will also recommend appropriate mitigation to reduce the impacts to less than significant. If required, mitigation programs can also be included in the report.

**c. Mitigation Funding, Timing, and Responsibility**

Funding for the described mitigation related to archaeological and historical resources would be provided on a project-specific basis by the associated property owners and/or developers.

Mitigation Measures HIST-1 and HIST-2 would be implemented prior to issuance of any permit for a future development project under the SYCPU that could directly affect either: (1) an archaeological resource; or (2) a building/structure in excess of 45 years of age that has been determined to be historically significant by the City. Responsibility for mitigation monitoring, enforcement and reporting related to archaeological and historical resources would be with the City of San Diego.

**Religious and Sacred Resources**

**a. Impacts**

As described in Section 5.7 of the PEIR, important religious or sacred resources are anticipated to occur within the SYCPU area. As a result, future development pursuant to the SYCPU could have a significant impact on important religious or sacred resources.

**b. Mitigation Framework**

Implementation of Mitigation Measure HIST-1, as described above under Archaeological and Historical Resources, would reduce significant impacts to religious and sacred resources.

**c. Mitigation Funding, Timing, and Responsibility**

Funding for the described mitigation related to religious and sacred resources would be provided on a project-specific basis by the associated property owners and/or developers.

Mitigation timing and responsibilities for mitigation monitoring, enforcement and reporting related to religious and sacred resources would be the same as that described above under Archaeological and Historical Resources.

**Human Remains**

**a. Impacts**

As described in Section 5.7 of the PEIR, human remains could potentially occur within the SYCPU area. As a result, future development pursuant to the SYCPU could result in significant impacts to human remains.

**b. Mitigation Framework**

Implementation of Mitigation Measure HIST-1, as described above under Archaeological and Historical Resources, would reduce significant impacts to human remains.

**c. Mitigation Funding, Timing, and Responsibility**

Funding for the described mitigation related to human remains would be provided on a project-specific basis by the associated property owners and/or developers.

Mitigation timing and responsibilities for mitigation monitoring, enforcement and reporting related to human remains would be the same as that described above under Archaeological and Historical Resources.

## 11.2.7 Paleontological Resources

### 11.2.7.1 Paleontological Resources

**a. Impacts**

As described in Section 5.16, *Paleontological Resources*, of the PEIR, the SYCPU area includes geologic formations with moderate (Lindavista Formation) or high (Bay Point, San Diego and Otay formations) potential for the occurrence of sensitive paleontological resources. As a result, future development pursuant to the SYCPU could have a significant impact on sensitive paleontological resources.

**b. Mitigation Framework**

The following mitigation measure would reduce potential impacts on paleontological resources from implementation of the SYCPU.

**PALEO-1:** Prior to the approval of subsequent development projects implemented in accordance with the CPUs, the City shall determine the potential for impacts to paleontological resources based on review of the project application submitted, and recommendations of a project-level analysis completed in accordance with the steps presented below. Future projects shall be sited and designed to minimize impacts on paleontological resources in accordance with the City's Paleontological Resources Guidelines and CEQA Significance Thresholds. Monitoring for paleontological resources required during construction activities shall be implemented at the project-level and shall provide mitigation for the loss of important fossil remains with future subsequent development projects that are subject to environmental review.

Prior to Project Approval

A. The environmental analyst shall complete a project-level analysis of potential impacts on paleontological resources. The analysis shall include a review of the applicable USGS Quad maps to identify the underlying geologic formations, and shall determine if construction of a project would:

- Require over 1,000 cubic yards of excavation and/or a 10-foot, or greater, depth in a high resource potential geologic deposit/formation/rock unit.
- Require over 2,000 cubic yards of excavation and/or a 10-foot, or greater, depth in a moderate resource potential geologic deposit/formation/ rock unit.
- Require construction within a known fossil location or fossil recovery site. Resource potential within a formation is based on the Paleontological Monitoring Determination Matrix.

B. If construction of a project would occur within a formation with a moderate to high resource potential, monitoring during construction would be required.

- Monitoring is always required when grading on a fossil recovery site or a known fossil location.
- Monitoring may also be needed at shallower depths if fossil resources are present or likely to be present after review of source materials or consultation with an expert in fossil resources (e.g., the San Diego Natural History Museum).
- Monitoring may be required for shallow grading (<10 feet) when a site has previously been graded and/or unweathered geologic deposits/formations/ rock units are present at the surface.

- Monitoring is not required when grading documented artificial fill. When it has been determined that a future project has the potential to impact a geologic formation with a high or moderate fossil sensitivity rating a Paleontological MMRP shall be implemented during construction grading activities.

**c. Mitigation Funding, Timing, and Responsibility**

Funding for the described mitigation related to paleontological resources would be provided on a project-specific basis by the associated property owners and/or developers.

As noted in Mitigation Measure PALEO-1, applicable elements of this measure would be implemented prior to issuance of any construction permits, during construction, and post-construction. Responsibility for mitigation monitoring, enforcement and reporting related to paleontological resources would be with the City of San Diego.

# 11.3 SYHVSP

## 11.3.1 Transportation/Circulation

### 11.3.1.1 Roadway Segments

**a. Impacts**

Full implementation of the SYCPU and SYHVSP have a cumulatively significant impact on four roadway segments within the SYHVSP.

**b. Mitigation Framework**

The TIS identified improvements that would mitigate or reduce roadway segments impacts (Table 11.1). As discussed in the Findings, the mitigation measures which would mitigate segment impacts related to the SYHSVP are considered infeasible either because they would conflict with the smart growth and/or City of Villages Strategy, or are precluded by surrounding development. ~~As discussed in Section 5.2, not all of the improvements are included in the IFS. Table 11.1 distinguishes between those improvements that are included in the IFS and those that are not. Mitigation Measures identified in Table 11.6, *Potential SYHVSP Roadway Segment Mitigation Measures,* would apply to the SYHVSP~~.

~~**TABLE 11-6**~~
~~**POTENTIAL SYHVSP ROADWAY SEGMENT MITIGATION MEASURES**~~

| ~~Mitigation Measure Number~~ | ~~Road Segment~~ | ~~Improvement~~ |
|---|---|---|
| ~~TRF-42~~ | ~~West San Ysidro Boulevard from Sunset Lane to Averil Road~~ | ~~Widen the roadway to a 4-lane collector.~~ |
| ~~TRF-52~~ | ~~West Park Avenue from Beyer Boulevard to Seaward Avenue~~ | ~~Widen the roadway to a 3-lane collector.~~ |
| ~~TRF-53~~ | ~~West Park Avenue from Seaward Avenue to West San Ysidro Boulevard~~ | ~~Widen the roadway to a 2-lane collector.~~ |
| ~~TRF-54~~ | ~~East Park Avenue from Seaward Avenue to West San Ysidro Boulevard~~ | ~~Widen the roadway to a 2-lane collector.~~ |

### c. Mitigation Funding, Timing, and Responsibility

Based on the program level of analysis for the SYHVSP and the Findings, there are no feasible mitigation measures for the four impacted roadway segments in the SYHVSP~~, implementation of the associated mitigation measures in Table 11-6 cannot be assured at the project level as previously noted (and are specifically not included in the IFS). Accordingly, related funding sources are also currently unknown, but are anticipated to potentially include individual property owners/developers, as well as grants from federal, state and/or other entities (e.g., SANDAG).~~

~~Mitigation timing would be driven by implementation of individual (project-level) development related to specific impacts within the SYHVSP, along with the availability of funding as outlined above. The overall responsibility for mitigation monitoring, enforcement and reporting would be with the City of San Diego, with certain elements of these tasks to potentially be delegated to applicable parties. Documentation of mitigation-related construction efforts, for example, could be provided by contractors though submittal of daily or weekly construction logs (with verification by City staff as applicable).~~

#### 11.3.1.2 Intersections

#### Roadway Segments

#### a. Impacts

Full implementation of the SYCPU and SYHVSP would have a significant impact on five intersections within the SYHVSP.

#### b. Mitigation Framework

The TIS identified improvements that would mitigate or reduce intersection impacts (Table 11.2). ~~As discussed in Section 5.2, not all of the improvements are included in the IFS. Table 11.2 distinguishes between those improvements that are included in the IFS and those that are not.~~ Mitigation Measures identified in Table 11.~~7~~6, *Potential SYHVSP Intersection Mitigation Measures*, would apply to the SYHVSP.

**TABLE 11-~~7~~6**
**POTENTIAL SYHVSP INTERSECTION MITIGATION MEASURES**

| Mitigation Measure Number | Road Segment | Improvement |
|---|---|---|
| TRF-15 | Smythe Crossing and Beyer Blvd | Install traffic signal. (High Priority CIP) |
| TRF-16 | Beyer Blvd and Smythe Avenue | Install an exclusive WB right-turn lane, a SB left-turn lane and WB right-turn overlap phase. |
| TRF-17 | W. Park Avenue/Alaquinas Drive and Beyer Blvd | Install an additional SB left-turn lane and an exclusive NB right-turn lane. |
| TRF-19 | Smythe Avenue and Sunset Lane | Remove segment of Sunset Lane between South Vista Avenue and Smythe Avenue and close intersection of Sunset and Vista Lane. |
| TRF-34 | Vista Lane and Smythe Crossing | Install traffic signal. |

## 11.3.2 Air Quality

### 11.3.2.1 Conformance to Federal and State Ambient Air Quality Standards

#### a. Impacts

Based on the evaluation in Section 5.3 of the PEIR, *Air Quality*, the SYHVSP would result in emissions of air pollutants during both the construction phase and operational phase of future development. Operational emissions would be associated with vehicle trips generated by the SYHVSP development, along with area sources such as energy use and landscaping. Based on the evaluation of air emissions, the emissions would exceed the screening-level thresholds for volatile organic compounds (VOCs), carbon monoxide (CO), respirable particulate matter with an aerodynamic diameter of 10 microns or less ($PM_{10}$), and fine particulate matter with an aerodynamic diameter of 2.5 microns or less ($PM_{2.5}$), and would result in a significant impact for air quality.

#### b. Mitigation Framework

The following mitigation measures would reduce potential impacts related to conformance with State and federal air quality standards from implementation of the SYHVSP.

**AQ-1:** To identify potential impacts resulting from construction activities, proposed development projects that are subject to CEQA shall have construction-related air quality impacts analyzed using the latest available CalEEMod model, or other analytical method determined in conjunction with the City. The results of the construction-related air quality impacts analysis shall be included in the development project's CEQA documentation. If such analyses identify potentially significant regional or local air quality impacts based on the emissions thresholds presented in Table 4, the City shall require the incorporation of appropriate mitigation to reduce such impacts. Examples of potential mitigation measures are provided in Mitigation Measure AQ-2, below.

**AQ-2** For individual construction project that would exceed daily emissions thresholds established by the City of San Diego, best available control measures/technology shall be

incorporated to reduce construction emissions to the extent feasible. Best available control measures/technology include:

f) Minimizing simultaneous operation of multiple pieces of construction equipment;

g) Use of more efficient, or low pollutant emitting equipment, e.g., Tier III or Tier IV rated equipment;

h) Use of alternative fueled construction equipment;

i) Dust control measures for construction sites to minimize fugitive dust, (e.g. watering, soil stabilizers, and speed limits); and/or

j) Minimizing idling time by construction vehicles.

**AQ-3** Each individual implementing development project shall submit a traffic control plan prior to the issuance of a grading permit. The traffic control plan shall describe in detail safe detours and provide temporary traffic control during construction activities for that project. To reduce traffic congestion, the plan shall include, as necessary, appropriate, and practicable, the following: temporary traffic controls such as a flag person during all phases of construction to maintain smooth traffic flow, dedicated turn lanes for movement of construction trucks and equipment on and off site, scheduling of construction activities that affect traffic flow on the arterial system to off-peak hour, consolidating truck deliveries, rerouting of construction trucks away from congested streets or sensitive receptors, and/or signal synchronization to improve traffic flow.

**AQ-4** To identify potential impacts resulting from operational activities associated with future development, proposed development that are subject to CEQA shall have long-term operational-related air quality impacts analyzed using the latest available CalEEMod model, or other analytical method determined in conjunction with the City. The results of the operational-related air quality impacts analysis shall be included in the development project's CEQA documentation. To address potential localized impacts, the air quality analysis shall incorporate a CO hot spot analysis, or other appropriate analyses, as determined by the City. If such analyses identify potentially significant regional or local air quality impacts based on the thresholds presented in Table 2 or Table 4, the City shall require the incorporation of appropriate mitigation to reduce such impacts. Examples of potential measures include the following:

- Installation of electric vehicle charging stations;
- Improve walkability design and pedestrian network;
- Increase transit accessibility and frequency by incorporating Bus Rapid Transit ~~lines with permanent operational funding stream~~routes included in the SANDAG Regional Plan; and
- Limit parking supply and unbundle parking costs. Lower parking supply below ITE rates and separate parking costs from property costs.

**AQ-5** In order to reduce energy consumption from future development, applications (e.g., electrical plans, improvement maps) submitted to the City shall include the installation of energy-efficient street lighting throughout the project site where street lighting is proposed.

**c. Mitigation Funding, Timing, and Responsibility**

Funding for applicable elements of the described air quality mitigation measures would be provided on a project-specific basis by the associated property owner, developers, and/or construction contractors.

Mitigation timing would be driven by the implementation schedule of individual (project-level) development related to specific impacts within the SYHVSP, with mitigation for individual projects generally to be implemented prior to and during construction. Responsibility for mitigation monitoring, enforcement and reporting would be with the City of San Diego, with certain elements of these tasks to potentially be delegated to applicable parties as described above for roadway segments in Section 11.3.1, *Transportation/Circulation*.

#### 11.3.2.2 Cumulatively Considerable Net Increase of Criteria Pollutants

**a. Impacts**

As described above in this section, the proposed SYHVSP would conflict with implementation of the RAQS and SIP, and operational regional emissions could result in significant impacts with respect to State and federal air quality standards. As a result, associated impacts related to conformance with State and federal AAQS would be cumulatively considerable and significant.

**b. Mitigation Framework**

Implementation of the mitigation measures identified above for conformance to State and federal ambient air quality standards (AQ-1 through AQ-4) would also reduce criteria pollutant emissions.

**c. Mitigation Funding, Timing, and Responsibility**

Funding, timing, and responsibility considerations for Mitigation Measures AQ-1 through AQ-4 would be the same as those described above for conformance to State and federal ambient air quality standards.

#### 11.3.2.3 Impacts to Sensitive Receptors

**a. Impacts**

The analysis in Section 5.3 of the PEIR concludes that sensitive receptors/land uses would be subject to significant impacts related to CO hot spots, and exposure of sensitive land uses to DPM as a result of SYHVSP implementation.

**b. Mitigation Framework**

The following mitigation measure, in addition to Mitigation Measures AQ-3 and AQ-4, as described above in this section, would reduce potential impacts to sensitive receptors from SYHVSP-related exposure to CO hot spots and DPMs.

**AQ-6:** Prior to the issuance of building permits for any facility within the buffer area identified by CARB for TACs, a health risk assessment shall be prepared that demonstrates that health risks would be below the level of significance identified in Table 5.3-4.

**c. Mitigation Funding, Timing, and Responsibility**

Funding, timing, and responsibility considerations for Mitigation Measures AQ-3, AQ-4 and AQ-6 would be the same as those described above for Mitigation Measures AQ-1 through AQ-5 under the discussion of conformance to State and federal ambient air quality standards.

**d. Mitigation Funding, Timing, and Responsibility**

Funding, timing, and responsibility considerations for Mitigation Measures AQ-5 and AQ-6 would be the same as those described above for Mitigation Measures AQ-1 through AQ-4 under the discussion of conformance to State and federal ambient air quality standards.

## 11.3.3 Noise

### 11.3.3.1 Compatibility of Proposed Land Uses with City Noise Guidelines

**a. Impacts**

Traffic increases attributable to the implementation of the SYHVSP would result in traffic-related noise levels of over 60 CNEL along several major roadways. Where the design of existing or future residential development would be unable to achieve interior noise levels of less than 45 dBA, significant noise impacts would occur.

**b. Mitigation Framework**

Consistent with the General Plan Policy NE-A.4, the following measure would be required to ensure that noise-sensitive land uses are not exposed to noise levels in excess of City standards.

**NOI-1:** Where new development would expose people to noise exceeding normally acceptable levels, a site-specific acoustical analysis shall be performed prior to the approval of building permits for:

- Single-family homes, senior housing, and mobile homes where exterior noise levels range between 60 and 65 CNEL.
- Multi-family homes and mixed-use/commercial and residential, where exterior noise levels range between 65 and 70 CNEL.

- All land uses where noise levels exceed the conditionally compatible exterior noise exposure levels as defined in the City's Land Use/Noise Compatibility Guidelines.

The acoustical analysis shall be conducted to ensure that barriers, building design and/or location are capable of maintaining interior noise levels at 45 CNEL or less. Barriers may include a combination of earthen berms, masonry block, and Plexiglas. Building location may include the use of appropriate setbacks. Building design measures may include dual-pane windows, solid core exterior doors with perimeter weather stripping, and mechanical ventilation to allow windows and doors to remain closed.

As described in Section 5.5, *Noise*, of the PEIR, because the ability of future development to achieve applicable noise level standards through implementation of Mitigation Measure NOI-1 cannot be determined at the programmatic level, the associated noise impacts from SYHVSP implementation are considered potentially significant and unavoidable.

**c. Mitigation Funding, Timing, and Responsibility**

Funding for the described noise mitigation would be provided on a project-specific basis by the associated property owners and/or developers.

Mitigation timing would be driven by the implementation schedule of individual (project-level) development related to specific impacts within the SYHVSP, with mitigation for individual projects generally to be implemented prior to or during construction. Responsibility for noise-related mitigation monitoring, enforcement and reporting would be with the City of San Diego.

### 11.3.3.2 Vibration

**a. Impacts**

Potential sources of ground-borne vibration are the in the SYHVSP area include ~~trolley~~Trolley and freight train traffic, both of which utilize existing tracks that bisect the Community Plan area diagonally from northwest to southeast. As described in Section 5.5 of the PEIR, the FTA provides screening distances for land uses that may be subject to vibration impacts from a commuter rail. For Category 1 uses, such as vibration-sensitive equipment, the screening distance from the right of-way is 600 feet. For Category 2 land uses, such as residences and buildings, where people would normally sleep, the screening distance is 200 feet. The screening distance for Category 3 land uses, such as institutional land uses, is 120 feet.

Land use designations proposed by the SYHVSP would allow land uses associated with Categories 1, 2, and 3. Therefore, future development pursuant to the SYHVSP has the potential to locate new vibration-sensitive land uses within the screening distance of the railroad tracks. Because new development proposed within the noted screening distances would require further analysis to assess vibration, potential impacts related to ground-borne vibration are considered potentially significant.

**b. Mitigation Framework**

The following mitigation measure would reduce potential vibration-related impacts from implementation of the SYHVSP.

**NOI-2** A site-specific vibration study shall be prepared for proposed land uses within FTA screening distances for potential vibration impacts related to train activity. Proposed development shall implement recommended measures within the technical study to ensure that vibration impacts meet the FTA criteria for vibration impacts.

**c. Mitigation Funding, Timing, and Responsibility**

Funding for the described noise mitigation would be provided on a project-specific basis by the associated property owners and/or developers.

Mitigation timing would be driven by the implementation schedule of individual (project-level) development related to specific impacts within the SYHVSP, with mitigation for individual projects generally to be implemented prior to or during construction. Responsibility for noise-related mitigation monitoring, enforcement and reporting would be with the City of San Diego.

## 11.3.4 Historical Resources

### 11.3.4.1 Archaeological and Historical Resources

**a. Impacts**

As described in Section 5.7, *Historical Resources*, of the PEIR, the SYHVSP area includes three structures designated as historically significant, and may also encompass subsurface (unknown) archeological resources. As a result, future development pursuant to the SYHVSP could have a significant impact on important historical or archaeological resources.

**b. Mitigation Framework**

**Archaeological Resources**

The following mitigation measures would reduce potential impacts on historical resources from implementation of the SYCPU.

**HIST-1: Archaeological and Tribal Cultural Resources.** Prior to issuance of any permit for a future development project implemented in accordance with the SYCPU ~~area~~ that could directly affect an archaeological or tribal cultural resource, the City shall require the following steps be taken to determine: (1) the presence of archaeological or tribal cultural resources and (2) the appropriate mitigation for any significant resources which may be impacted by a development activity. Sites may include, but are not limited to, residential and commercial properties, privies, trash pits, building foundations, and industrial features representing the contributions of people from diverse socio-economic and ethnic backgrounds. Sites may also include resources associated with prehistoric Native American activities.

Initial Determination

The environmental analyst will determine the likelihood for the project site to contain historical resources by reviewing site photographs and existing historic information (e.g., Archaeological Sensitivity Maps, the Archaeological Map Book, and the City's "Historical Inventory of Important Architects, Structures, and People in San Diego") and may conduct a site visit, as needed. If there is any evidence that the site contains archaeological or tribal cultural resources, then an archaeological ~~a historic~~ evaluation consistent with the City Guidelines would be required. All individuals conducting any phase of the archaeological evaluation program must meet professional qualifications in accordance with the City Guidelines.

Step 1:

Based on the results of the Initial Determination, if there is evidence that the site contains historical resources, preparation of a historic evaluation is required. The evaluation report would generally include background research, field survey, archaeological testing and analysis. Before actual field reconnaissance would occur, background research is required which includes a record search at the SCIC at San Diego State University and the San Diego Museum of Man. A review of the Sacred Lands File maintained by the NAHC must also be conducted at this time. Information about existing archaeological collections should also be obtained from the San Diego Archaeological Center and any tribal repositories or museums.

In addition to the record searches mentioned above, background information may include, but is not limited to: examining primary sources of historical information (e.g., deeds and wills), secondary sources (e.g., local histories and genealogies), Sanborn Fire Maps, and historic cartographic and aerial photograph sources; reviewing previous archaeological research in similar areas, models that predict site distribution, and archaeological, architectural, and historical site inventory files; and conducting informant interviews. The results of the background information would be included in the evaluation report.

Once the background research is complete, a field reconnaissance must be conducted by individuals whose qualifications meet the standards outlined in the City Guidelines. Consultants are encouraged to employ innovative survey techniques when conducting enhanced reconnaissance, including, but not limited to, remote sensing, ground penetrating radar, and other soil resistivity techniques as determined on a case-by-case basis. Native American participation is required for field surveys when there is likelihood that the project site contains prehistoric archaeological resources or traditional cultural properties. If through background research and field surveys historical resources are identified, then an evaluation of significance, based on the City's Guidelines, must be performed by a qualified archaeologist.

Step 2:

~~Once a historical resource has been~~ Where a recorded archaeological site or Tribal Cultural Resource (as defined in the Public Resources Code) is identified, the City would be required to initiate consultation with identified California Indian tribes pursuant to provisions in

Public Resources Code 21080.3.1 and 21080.3.2, in accordance with Assembly Bill 52. ~~a significance determination must be made.~~ It should be noted that during the consultation process, tribal representative(s) ~~and/or Native American monitors~~ will be directly involved in making recommendations regarding the significance of a tribal cultural resource which could also be a prehistoric archaeological site~~s during this phase of the process. The~~ A testing program may be recommended which requires reevaluation of the proposed project in consultation with the Native American representative which could result in a combination of project redesign to avoid and/or preserve significant resources as well as mitigation in the form of data recovery and monitoring (as recommended by the qualified archaeologist and Native American representative). ~~An~~ The archaeological testing program, if required, will ~~be required which i~~nclude~~s~~ evaluating the horizontal and vertical dimensions of a site, the chronological placement, site function, artifact/ecofact density and variability, presence/absence of subsurface features, and research potential. A thorough discussion of testing methodologies, including surface and subsurface investigations, can be found in the City Guidelines. Results of the consultation process will determine the nature and extent of any additional archaeological evaluation or changes to the proposed project.

The results from the testing program will be evaluated against the Significance Thresholds found in the Guidelines. If significant historical resources are identified within the Area of Potential Effect, the site may be eligible for local designation. However, this process would not proceed until such time that the tribal consultation has been concluded and an agreement is reached (or not reached) regarding significance of the resource and appropriate mitigation measures are identified. ~~At this time,~~ When appropriate, the final testing report must be submitted to Historical Resources Board staff for eligibility determination and possible designation. An agreement on the appropriate form of mitigation is required prior to distribution of a draft environmental document. If no significant resources are found, and site conditions are such that there is no potential for further discoveries, then no further action is required. Resources found to be non-significant as a result of a survey and/or assessment will require no further work beyond documentation of the resources on the appropriate Department of Parks and Recreation (DPR) site forms and inclusion of results in the survey and/or assessment report. If no significant resources are found, but results of the initial evaluation and testing phase indicates there is still a potential for resources to be present in portions of the property that could not be tested, then mitigation monitoring is required.

Step 3:

Preferred mitigation for historical resources is to avoid the resource through project redesign. If the resource cannot be entirely avoided, all prudent and feasible measures to minimize harm shall be taken. For archaeological resources where preservation is not an option, a Research Design and Data Recovery Program is required, which includes a Collections Management Plan for review and approval. When tribal cultural resources are present and also cannot be avoided, appropriate and feasible mitigation will be determined through the tribal consultation process and incorporated into the overall data recovery program, where applicable or project specific mitigation measures incorporated into the project. The data recovery program shall be based on a written research design

and is subject to the provisions as outlined in CEQA, Section 21083.2. The data recovery program must be reviewed and approved by the City's Environmental Analyst prior to ~~draft CEQA document~~ distribution of a draft CEQA document and shall include the results of the tribal consultation process. Archaeological monitoring may be required during building demolition and/or construction grading when significant resources are known or suspected to be present on a site, but cannot be recovered prior to grading due to obstructions such as, but not limited to, existing development or dense vegetation.

A Native American observer must be retained for all subsurface investigations, including geotechnical testing and other ground-disturbing activities, whenever a Native American ~~Traditional Cultural Property~~ tribal cultural resource or any archaeological site located on City property or within the Area of Potential Effect of a City project would be impacted. In the event that human remains are encountered during data recovery and/or a monitoring program, the provisions of California Public Resources Code Section 5097 must be followed. In the event that human remains are discovered during project grading, work shall halt in that area and the procedures set forth in the California Public Resources Code (Section 50987.98) and State Health and Safety Code (Section 7050.5), and in the federal, state, and local regulations described above shall be undertaken. These provisions will be ~~are~~ outlined in the MMRP included in ~~the~~ a subsequent project-specific environmental document. The Native American monitor shall be consulted during the preparation of the written report, at which time they may express concerns about the treatment of sensitive resources. If the Native American community requests participation of an observer for subsurface investigations on private property, the request shall be honored.

Step 4:

Archaeological Resource Management reports shall be prepared by qualified professionals as determined by the criteria set forth in Appendix B of the Guidelines. The discipline shall be tailored to the resource under evaluation. In cases involving complex resources, such as traditional cultural properties, rural landscape districts, sites involving a combination of prehistoric and historic archaeology, or historic districts, a team of experts will be necessary for a complete evaluation.

Specific types of historical resource reports are required to document the methods (see Section III of the Guidelines) used to determine the presence or absence of historical resources; to identify the potential impacts from proposed development and evaluate the significance of any identified historical resources; to document the appropriate curation of archaeological collections (e.g., collected materials and the associated records); in the case of potentially significant impacts to historical resources, to recommend appropriate mitigation measures that would reduce the impacts to below a level of significance; and to document the results of mitigation and monitoring programs, if required.

Archaeological Resource Management reports shall be prepared in conformance with the California Office of Historic Preservation "Archaeological Resource Management Reports: Recommended Contents and Format" (see Appendix C of the Guidelines), which will be used by Environmental ~~Analysis Section~~ staff in the review of archaeological resource reports. Consultants must ensure that archaeological resource reports are prepared consistent with this checklist. This requirement will standardize the content and format of

all archaeological technical reports submitted to the City. A confidential appendix must be submitted (under separate cover) along with historical resources reports for archaeological sites and ~~traditional~~ tribal cultural ~~properties~~ resources containing the confidential resource maps and records search information gathered during the background study. In addition, a Collections Management Plan shall be prepared for projects which result in a substantial collection of artifacts and must address the management and research goals of the project and the types of materials to be collected and curated based on a sampling strategy that is acceptable to the City. Appendix D (Historical Resources Report Form) may be used when no archaeological resources were identified within the project boundaries.

Step 5:

For Archaeological Resources: All cultural materials, including original maps, field notes, non-burial related artifacts, catalog information, and final reports recovered during public and/or private development projects must be permanently curated with an appropriate institution, one which has the proper facilities and staffing for insuring research access to the collections consistent with state and federal standards unless otherwise determined during the tribal consultation process. In the event that a prehistoric and/or historic deposit is encountered during construction monitoring, a Collections Management Plan would be required in accordance with the project MMRP. The disposition of human remains and burial related artifacts that cannot be avoided or are inadvertently discovered is governed by state (i.e., AB 2641 [Coto] and California Native American Graves Protection and Repatriation Act of 2001 [Health and Safety Code 8010-8011]) and federal (i.e., Native American Graves Protection and Repatriation Act [U.S.C. 3001-3013]) law, and must be treated in a dignified and culturally appropriate manner with respect for the deceased individual(s) and their descendants. Any human bones and associated grave goods of Native American origin shall be turned over to the appropriate Native American group for repatriation.

Arrangements for long-term curation of all recovered artifacts must be established between the applicant/property owner and the consultant prior to the initiation of the field reconnaissance~~., and~~ When tribal cultural resources are present, or non-burial-related artifacts associated with tribal cultural resources are suspected to be recovered, the treatment and disposition of such resources will be determined during the tribal consultation process. This information must then be included in the archaeological survey, testing, and/or data recovery report submitted to the City for review and approval. Curation must be accomplished in accordance with the California State Historic Resources Commission's Guidelines for the Curation of Archaeological Collection (dated May 7, 1993) and, if federal funding is involved, Title 36 of the Code of Federal Regulations, Part 79 ~~of the Federal Register~~. Additional information regarding curation is provided in Section II of the Guidelines.

**Historical Resources**

**HIST-2:** Prior to issuance of any permit for a future development project implemented in accordance with the SYHVSP that would directly or indirectly affect a building/structure in excess of 45 years of age, the City shall determine whether the affected building/structure

is historically significant. The evaluation of historic architectural resources shall be based on criteria such as: age, location, context, association with an important person or event, uniqueness, or structural integrity, as indicated in the Guidelines.

Preferred mitigation for historic buildings or structures shall be to avoid the resource through project redesign. If the resource cannot be entirely avoided, all prudent and feasible measures to minimize harm to the resource shall be taken. Depending upon project impacts, measures shall include, but are not limited to:

a) Preparing a historic resource management plan;

b) Designing new construction which is compatible in size, scale, materials, color and workmanship to the historic resource (such additions, whether portions of existing buildings or additions to historic districts, shall be clearly distinguishable from historic fabric);

c) Repairing damage according to the Secretary of the Interior's Standards for Rehabilitation;

d) Screening incompatible new construction from view through the use of berms, walls, and landscaping in keeping with the historic period and character of the resource;

e) Shielding historic properties from noise generators through the use of sound walls, double glazing, and air conditioning.; and

f) Removing industrial pollution at the source of production.

Specific types of historical resource reports, outlined in Section III of the HRG, are required to document the methods to be used to determine the presence or absence of historical resources, to identify potential impacts from a proposed project, and to evaluate the significance of any historical resources identified. If potentially significant impacts to an identified historical resource are identified these reports will also recommend appropriate mitigation to reduce the impacts to less than significant. If required, mitigation programs can also be included in the report.

**c. Mitigation Funding, Timing, and Responsibility**

Funding for the described mitigation related to archaeological and historical resources would be provided on a project-specific basis by the associated property owners and/or developers.

Mitigation Measures HIST-1 and HIST-2 would be implemented prior to issuance of any permit for a future development project under the SYHVSP that could directly affect either: (1) an archaeological resource; or (2) a building/structure in excess of 45 years of age that has been determined to be historically significant by the City. Responsibility for mitigation monitoring, enforcement and reporting related to archaeological and historical resources would be with the City of San Diego.

**Religious and Sacred Resources**

**a. Impacts**

As described in Section 5.7*, Historical Resource*s, of the PEIR, important religious or sacred resources may occur within the SYHVSP area. As a result, future development pursuant to the Specific Plan could have a significant impact on important religious or sacred resources.

**b. Mitigation Framework**

Implementation of Mitigation Measure HIST-1, as described above under Archaeological and Historical Resources, would reduce significant impacts to religious and sacred resources.

**c. Mitigation Funding, Timing, and Responsibility**

Funding for the described mitigation related to religious and sacred resources would be provided on a project-specific basis by the associated property owners and/or developers.

Mitigation timing and responsibilities for mitigation monitoring, enforcement and reporting related to religious and sacred resources would be the same as that described above under Archaeological and Historical Resources.

**Human Remains**

**a. Impacts**

As described in Section 5.7 of the PEIR, human remains could potentially occur within the SYHVSP area. As a result, future development pursuant to the Specific Plan could result in significant impacts to human remains.

**b. Mitigation Measures**

Implementation of Mitigation Measure HIST-1, as described above under Archaeological and Historical Resources, would reduce significant impacts to human remains.

**c. Mitigation Funding, Timing, and Responsibility**

Funding for the described mitigation related to human remains would be provided on a project-specific basis by the associated property owners and/or developers.

Mitigation timing and responsibilities for mitigation monitoring, enforcement and reporting related to human remains would be the same as that described above under Archaeological and Historical Resources.

## 11.3.5 Paleontological Resources

### 11.3.5.1 Paleontological Resources

#### a. Impacts

As described in Section 5.16, Paleontological Resources, of the PEIR, the SYHVSP area includes two geologic units with high potential for the occurrence of sensitive paleontological resources, the Bay Point and San Diego formations. While essentially the entire SYHVSP area has been previously disturbed and developed with existing urban uses, grading and excavation associated with future development activities could potentially encounter undisturbed portions of the noted formations and result in significant impacts to sensitive paleontological resources.

#### b. Mitigation Framework

The following mitigation measures would reduce potential impacts on paleontological resources from implementation of the SYCPU.

**PALEO-1:** Prior to the approval of subsequent development projects implemented in accordance with the CPUs, the City shall determine the potential for impacts to paleontological resources based on review of the project application submitted, and recommendations of a project-level analysis completed in accordance with the steps presented below. Future projects shall be sited and designed to minimize impacts on paleontological resources in accordance with the City's Paleontological Resources Guidelines and CEQA Significance Thresholds. Monitoring for paleontological resources required during construction activities shall be implemented at the project-level and shall provide mitigation for the loss of important fossil remains with future subsequent development projects that are subject to environmental review.

Prior to Project Approval

A. The environmental analyst shall complete a project-level analysis of potential impacts on paleontological resources. The analysis shall include a review of the applicable USGS Quad maps to identify the underlying geologic formations, and shall determine if construction of a project would:

- Require over 1,000 cubic yards of excavation and/or a 10-foot, or greater, depth in a high resource potential geologic deposit/formation/rock unit.
- Require over 2,000 cubic yards of excavation and/or a 10-foot, or greater, depth in a moderate resource potential geologic deposit/formation/rock unit.
- Require construction within a known fossil location or fossil recovery site. Resource potential within a formation is based on the Paleontological Monitoring Determination Matrix.

B. If construction of a project would occur within a formation with a moderate to high resource potential, monitoring during construction would be required.

- Monitoring is always required when grading on a fossil recovery site or a known fossil location.

- Monitoring may also be needed at shallower depths if fossil resources are present or likely to be present after review of source materials or consultation with an expert in fossil resources (e.g., the San Diego Natural History Museum).

- Monitoring may be required for shallow grading (<10 feet) when a site has previously been graded and/or unweathered geologic deposits/formations/rock units are present at the surface.

- Monitoring is not required when grading documented artificial fill. When it has been determined that a future project has the potential to impact a geologic formation with a high or moderate fossil sensitivity rating a Paleontological MMRP shall be implemented during construction grading activities.

**c. Mitigation Funding, Timing, and Responsibility**

Funding for the described mitigation related to paleontological resources would be provided on a project-specific basis by the associated property owners and/or developers.

As noted in Mitigation Measure PALEO-1, applicable elements of this measure would be implemented prior to issuance of any construction permits, during construction, and post-construction. Responsibility for mitigation monitoring, enforcement and reporting related to paleontological resources would be with the City of San Diego.

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