



Land Development  
Review Division  
(619) 446-5460

## ENVIRONMENTAL IMPACT REPORT

Project No. 169653

SCH No. 2010121014

**SUBJECT: OTAY-TIJUANA CROSS BORDER FACILITY DEVELOPMENT PROJECT: COMMUNITY PLAN AMENDMENT (CPA), PLANNED DEVELOPMENT PERMIT (PDP), SITE DEVELOPMENT PERMIT (SDP), VESTING TENTATIVE MAP (VTM), AND STREET VACATION** to permit the re-subdivision of an approximately 63.8-acre property (lots 1 through 30 of the Otay Pacific Business Park) and allow the development of a 95,000 square foot (SF) cross border facility (CBF), a 772,000 SF parking structure, and up to 706,000 SF of industrial office/warehouse uses. As an option to the industrial office/warehouse uses, the PDP would allow the development of hotel uses with a maximum of 340 rooms and up to 40,000 SF of visitor-serving commercial uses on certain portions of the site and up to 402,000 SF of industrial office/warehouse uses on the balance of the site. The CPA would change the designation of the site from Industrial to Institutional, permit the Cross Border Facility and other non-industrial uses, add the three on-site roads to the Circulation Map of the Otay Mesa Community Plan, and reclassify three off-site road segments. An SDP is needed for the proposed on-site hotel development and proposed off-site traffic improvements that impact Environmentally Sensitive Lands (ESL). The roadway improvements are proposed along Siempre Viva Road, Britannia Boulevard and Otay Mesa Road. The project also proposes the vacation of the public right-of-way for the portions of Otay Pacific Drive and Las Californias Drive that are south of Otay Pacific Place to accommodate the proposed development. The project is located east of Britannia Boulevard, south of Siempre Viva Road (at the cross-street of Otay Pacific Drive), and immediately adjacent to the U.S.-Mexico International border within the Otay Mesa Community Plan area (Parcels 1 through 30 of Map 15548).

**Applicant:** Otay-TJ Venture, LLC.

## NOVEMBER 2011 UPDATE:

**Revisions and/or minor corrections to this document have been made when compared to the Recirculated Draft Environmental Impact Report (EIR) dated September 2011. In accordance with Section 15088.5 of the California Environmental Quality Act, the addition of new information that clarifies, amplifies or makes insignificant modifications does not require recirculation as there are no new impacts and no new mitigation identified. An environmental document need only be recirculated when there is the identification of new significant environmental impacts of a new mitigation measures required to avoid a significant environmental impact. Modifications within the environmental document do not affect the environmental analysis of or conclusions reached in the EIR. All revisions are shown in a ~~strikethrough~~ and/or underline format.**

## CONCLUSIONS:

This Environmental Impact Report (EIR) analyzes the environmental impacts that would result from the proposed project. These Conclusions focus on the issues that the preliminary project impact analysis concluded could potentially be significant including: **Land Use, Transportation/Circulation, Noise, Air Quality, Greenhouse Gas Emissions, Energy, Paleontological Resources, Public Utilities, Biological Resources, and Visual Quality/Neighborhood Character.**

The proposed project is a Process Level Five City Council decision to permit the re-subdivision of the Otay Pacific Business Park and allow the proposed uses. The site is designated for Industrial use in the Otay Mesa Community Plan.

The property that is the subject of this EIR was subdivided and graded for industrial park use (referred to as the Otay Pacific Business Park) under prior City approvals, including Site Development Permit 41-0152 and Tentative Map No. 7078. A Mitigated Negative Declaration (MND) was adopted by the City for the previous project (SCH No. 2004021016; City of San Diego 2004) and addressed the environmental impacts of that subdivision.

The proposed project is the re-subdivision of the approximately 63.8-acre graded property (lots 1 through 30 of the Otay Pacific Business Park) through the filing of VTM No. 609579; the request for a CPA to redesignate the proposed project site from Industrial to Institutional, add the three on-site roads to the Circulation Map of the Community Plan, and upgrade the classification for three off-site road segments; approval of PDP No. 609801 to allow the development of a 95,000- SF CBF; a 772,000-SF parking structure, and up to 706,000 SF of industrial office/warehouse uses; and approval of SDP No. 896755 to allow the on-site hotel development and impacts to ESL associated with proposed off-site traffic mitigation. As an alternative to developing industrial office/warehouse uses, the PDP would allow the CBF plus the noted hotel uses

with a maximum of 340 rooms; up to 40,000 SF of visitor-serving commercial uses (including a 6,000-SF sit-down restaurant) and up to 402,000 SF of industrial office/warehouse uses on certain portions of the site. The CBF would be an airline and customs processing facility that would facilitate airline passenger access to the Tijuana (TIJ) Airport for flights in and out of the region as an alternative to using the land ports-of-entry (POE) that occur along this portion of the International border.

It is anticipated that the proposed project would be developed and expanded in phases, with the construction of the CBF and associated parking occurring first, and the construction of the hotel sites, commercial uses, and industrial uses occurring over time. Based on the air travel market projections conducted for the project, development of the CBF is anticipated to occur in three phases. The actual phasing would be driven by market demand and population growth.

Development of all lots within the project site would be subject to the use and development regulations of the IH-2-1 zone, except that business and professional office uses may also be permitted. Gas station uses would also be allowed in accordance with the IH-2-1 regulations. The commercial lots would be subject to the Retail Sales and Commercial Services uses of the CV-1-1 zone and the development regulations of the CV-1-1 zone. All of these requirements would be governed by conditions in the PDP, including design guidelines based on the Urban Design Element of the General Plan.

The project site is currently rough graded, although finish grading would be undertaken as part of the construction process for the CBF and other uses proposed on site. For the CBF development, it is anticipated that approximately 28,000 cubic yards (c.y.) of cut and 17,000 c.y. of fill would be required; excess fill would be disposed at an approved location. An additional 1,500 c.y. of grading is anticipated during the construction of the potential hotel, commercial and industrial uses. No retaining walls would be required to implement the project.

Except for the CBF, all future submittals made by the applicant under the PDP would be subject to a Process Level Two substantial conformance review (SCR).

The evaluation of environmental issue areas in this EIR concludes that the proposed project would result in significant and unavoidable direct and/or cumulative impacts to **Transportation/Circulation** and **Air Quality**. Significant but mitigable direct impacts to **Transportation/Circulation, Noise, Paleontological Resources** and **Biological Resources** are identified. Less than significant impacts to **Land Use, Greenhouse Gas Emissions, Energy, Public Utilities** and **Visual Quality/Neighborhood Character** are concluded in the EIR.

## **SIGNIFICANT UNMITIGATED IMPACTS:**

### **Transportation/Circulation (Direct and Cumulative)**

Significant direct and cumulative impacts to intersections, roadway segments, freeway segments and/or freeway ramp meters occur in the future without the proposed project in place during Existing Plus Project, Phase 1, Phase 2 and/or Buildout conditions. The increased delay and decrease in facility capacity caused by the proposed project would worsen the conditions. Mitigation measures are required to address project impacts. Some may be determined to be infeasible, resulting in significant and unavoidable direct and cumulative impacts at the following locations:

Specifically, significant and unavoidable direct impacts would occur during the Existing Plus Project scenario at 2 intersections (i.e., Britannia Boulevard/Airway Road and Britannia Boulevard/Siempre Viva Road), 10 roadway segments (including Heritage Road-Otay Valley Road between Avenida de las Vistas and Otay Mesa Road, Airway Road between La Media Road and Britannia Boulevard, Siempre Viva Road between Otay Pacific Drive and Britannia Boulevard, Otay Mesa Road between SR-125 Southbound Ramp and Caliente Avenue, Britannia Boulevard between Otay Mesa Road and Airway Road and Britannia Boulevard between Airway Road and Siempre Viva Road), and 2 freeway mainlines (I-5 north of Palm Avenue and SR-905 between Caliente Avenue and I-805).

During Phase 1 of the proposed project, significant and unavoidable direct impacts would occur along one roadway segment since only partial mitigation may be feasible along Heritage Road-Otay Valley Road between Avenida de las Vistas and Otay Mesa Road.

Phase 2 direct impacts would be significant and unavoidable for five roadway segments, including Heritage Road-Otay Valley Road between Avenida de las Vistas and Otay Mesa Road, Airway Road between SR-905 and La Media Road, Airway Road between La Media Road and Britannia Boulevard, La Media Road between SR-905 and Airway Road, and La Media Road between Airway Road and Siempre Viva Road.

Significant and unavoidable cumulative impacts would occur during Buildout conditions at 24 intersections, 17 roadway segments, 10 freeway segments, and 6 freeway ramp meters in the community. Section 5.2 of the EIR contains a listing of the various locations where these cumulative impacts would occur.

### **Air Quality (Direct and Cumulative)**

Operational emissions of reactive organic gases (ROG)/volatile organic compounds (VOC), nitrous oxides (NO<sub>x</sub>) and carbon monoxide (CO) would be above the City of San Diego's significance determination thresholds by project Buildout, resulting in a significant long-term air quality impact. Air quality impacts associated with concurrent construction and operational emissions due to project phasing would also be significant for these same criteria pollutants.



Approval of the CPA, PDP and SDP required to allow the proposed land uses would intensify the planned use for the site and make the proposed project inconsistent with the current General Plan and OMCP land use designations. Approval of the CPA would bring the project back into consistency with those plans. Intensification of uses on site would not be consistent with the SANDAG population or emissions projections for the San Diego Air Basin due to the increase in average daily trips (ADT) attributable to the project, which could, in turn, cause an obstruction in the implementation of the Regional Air Quality Strategy (RAQS) and result in a potentially significant air quality impact due to inconsistency with the RAQS and State Implementation Plan (SIP). Cumulatively significant impacts to regional air quality could arise and be unavoidable until such time as the SIP is updated and the emissions are accounted for in the RAQS.

### **MITIGATION MONITORING AND REPORTING PROGRAM (MMRP) INCORPORATED INTO THE PROJECT:**

The following mitigation measures identified in the EIR would be made conditions of approval of the proposed project. See attached EIR for a detailed description of mitigation measures discussed below.

#### **Transportation/Circulation (Direct and Cumulative)**

Mitigation is required to reduce the project's direct impacts to less than significant levels in the Existing Plus Project, Phases 1 and 2 conditions. Measures, such as adding a traffic signal, turn and through lanes, and widening or restriping road segments, are identified at three intersections, and eleven roadway segments as outlined in Section 5.2 of the Final EIR. Specifically, the project applicant would implement Phase 1 mitigation measures Tra-1 through Tra-8; Phase 2 mitigation measures Tra-9 through Tra-13, Tra-16, Tra-17, Tra-20 through Tra-24; and Existing Plus Project mitigation measures Tra-87 and Tra-100. Implementation of these measures would reduce direct project impacts to less than significant levels, except for the northern portion of Heritage Road north of Datsun Road where recommended improvements are not feasible. Tra-86 would be implemented under all phases of the proposed project.

With regard to Mitigation Measures Tra-25 – Tra-48, Tra-51-53, 60-65, 70-72, 78-85, in lieu of payment of the project's full fair share payments, the applicant shall pay a reduced fair share payment in the form of the Facilities Benefit Assessment (FBA) or other applicable development impact fees in effect at the time the applicable building permits are issued.

#### **Noise**

Construction activities would be limited to between the hours of 7:00 a.m. and 7:00 p.m., and would not increase noise levels over 75 dBA  $L_{EQ}$  at noise-sensitive receptors, in compliance with the City of San Diego Noise Ordinance. Noise levels at the property line resulting from operational features of the project (e.g., HVAC and refrigeration units, back-up diesel-powered electricity generator(s), and gas station with automatic carwash)

could exceed noise limits established in the Noise Ordinance. Mitigation would consist of the incorporation of noise control barriers around equipment designed to reduce property line noise levels to below a level of significance.

Multiple lots on the project site would experience potentially significant impacts from transportation noise as they would be exposed to noise levels exceeding the exterior noise level limits defined in the General Plan Noise Element Land use - Noise Compatibility Guidelines or would have potentially significant impacts to interior spaces, as well as exterior areas, due to the fact that standard construction practices may not sufficiently reduce exterior noise per Title 24 requirements. For each affected lot, an exterior-to-interior noise analysis will be completed to define building specific attenuation measures that must be incorporated into the project design to ensure compliance with the standards.

With implementation of these measures, the potential impact from noise would be reduced to below a level of significance.

### **Paleontological Resources**

Proposed grading and excavation activities may potentially affect the moderate-sensitivity Pleistocene terrace deposits within the project site, particularly in association with construction of the CBP facilities and the related pedestrian bridge. The excavation process for phased project grading in applicable locations shall be regularly monitored by qualified paleontologists, with related collection/curation to be implemented as applicable.

With implementation of this measure, the potential impact to paleontological resources would be reduced to below a level of significance.

### **Biological Resources**

A potential significant direct impact to burrowing owl (*Athene cunicularia*) and an active burrow on the project site would occur upon project implementation. To avoid injuring or killing of the on-site burrowing owl during final grading, a pre-construction survey of the area where evidence of an occupied burrow was observed and where the burrowing owl was observed will be conducted. If necessary, weed removal will be conducted to make all potential burrows in the relevant impact area more easily observed. Cameras may be used to determine if a burrow is active or inactive. Any potentially impacted burrowing owl in the burrow must be relocated out of the impact area using passive or active relocation methods approved by the Wildlife Agencies and the City. If construction is scheduled outside the breeding season (February 1 and August 31), the project can move forward after eviction. If construction is scheduled during the breeding season, no grading or construction activities will occur within 300 feet of an active nest until the young have fledged. When breeding is complete and owls have been cleared from the burrow, construction activities may resume. In addition, the applicant must provide two artificial owl burrows (constructed and/or purchased) in the Otay Mesa area and a plan outlining a management and monitoring program for the artificial burrow site, unless the management entity already has a management program in place.

Direct impacts to sensitive habitat(s) caused by proposed off-site traffic improvements will be mitigated at the appropriate ratios through either habitat preservation or payment into the City's Habitat Acquisition Fund, as determined in the City of San Diego Biology Guidelines and MSCP Subarea Plan, to the satisfaction of the Development Services Director or Environmental Designee, as well as applicable state and/or federal Wildlife Agencies (in association with agency permits/approvals). Potential impacts to burrowing owl from proposed off-site traffic mitigation will be mitigated through the above-described sensitive habitat mitigation (including appropriate preservation/payment requirements related to non-native grassland habitat occupied by burrowing owl), as well as conducting a pre-construction survey for burrowing owl pursuant to the scope and methodology described above for the project site. Additionally, all proposed grading/impact areas will be delineated (e.g., fenced) on the ground under the supervision of a qualified biologist to preclude unauthorized entry into adjacent sensitive habitats.

With implementation of these measures, the potential impact to biological resources from implementing the proposed project would be reduced to below a level of significance.

A number of additional off-site traffic improvements have been identified to address direct project impacts under Phase 2 and Existing Plus Project conditions. These measures are not proposed to be implemented as part of the proposed project, and are addressed programmatically in this EIR. Subsequent implementation of the associated roadway improvements would therefore require additional CEQA review, SDPs, and/or Wildlife Agency permits if they were to impact ESL or other sensitive biological resources. Anticipated mitigation that would address potential impacts associated with the Phase 2 and Existing Plus Project off-site traffic improvements include similar measures as described above for the proposed project regarding sensitive habitats and burrowing owl, as well as requirements to address potential effects to other sensitive species (e.g., fairy shrimp and/or other vernal pool-related species).

#### **NO MITIGATION REQUIRED:**

After analysis, impacts in the following issue areas were found not to be significant under CEQA for the proposed project: **Land Use, Greenhouse Gas Emissions, Energy, Public Utilities, and Visual Quality/Neighborhood Character.**

#### **ALTERNATIVES:**

The following alternatives were considered for detailed discussion in the EIR.

#### **No Project/No Development Alternative**

The No Project/No Development Alternative assumes that the site would remain in its current condition (i.e., vacant/graded with existing roadway and infrastructure improvements), and would not be developed with the proposed project uses. In addition, implementation of the proposed CPA, VTM, PDP, and SDP associated with the CBF project would not occur.

Implementation of the No Project/No Development Alternative would avoid or reduce all identified significant project-related impacts below a level of significance, including significant and unavoidable transportation/circulation and air quality impacts associated with the proposed project. Because this alternative would not provide an additional option for passenger access to and from the TIJ Airport; it would not meet identified project objective to provide a more convenient crossing and reduce the economic losses due to delays at the POEs. Additionally, because the project site would remain vacant under this alternative, it would be inconsistent with the goals and objectives of the General Plan and OMCP which contemplate industrial development, and would therefore not meet identified project objectives related to implementing the plans for the site and maximizing sales and property tax revenues and transit occupancy tax (TOT) for the City.

### **No Project/Existing Community Plan Alternative**

The No Project/Existing Community Plan Alternative would involve developing the site pursuant to the existing OMCP. Specifically, this would entail developing the site with approximately 680,000 SF of industrial uses, with no CBF, commercial, or hotel uses as identified for the proposed project. In addition, the associated proposed CPA, VTM, PDP, and SDP would not be implemented.

Implementation of the No Project/Existing Community Plan Alternative would avoid or reduce identified significant project-related impacts to transportation/circulation, air quality, and off-site biological resources below a level of significance. Identified significant impacts to noise, paleontological and on-site biological resources from the proposed project would remain under this alternative. Because this alternative would not provide an additional option for passenger access to and from the TIJ Airport; it would not meet identified project objective to provide a more convenient crossing and reduce the economic losses due to delays at the POEs. Additionally, because development of the project site would be limited to industrial uses under this alternative, it would be inconsistent with project objective related to implementing a mix of uses to serve airline passengers while maximizing revenue sources for the City.

### **Reduced Project Alternative**

The Reduced Project Alternative would involve constructing Phases 1 and 2 of the CBF, along with other development as described for the proposed project (including industrial, commercial and/or hotel uses). Limiting the CBF development to Phases 1 and 2 would result in a buildout capacity of 65,000 SF for the CBF facility, a reduction of 30,000 SF (32 percent) from the proposed project and a reduction of approximately 7,000 daily passengers using the facility. All other aspects of this alternative would be the same as the proposed project.

Implementation of the Reduced Project Alternative would avoid or reduce identified significant project-related impacts to transportation/circulation, noise, air quality, and off-site biological resources. Identified significant impacts to paleontological and on-site biological resources from the proposed project would remain under this alternative.

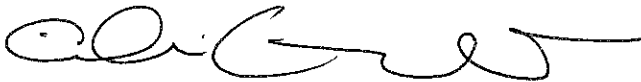
Because this alternative would reduce the CBF capacity by roughly one-third, however, it would result in correspondingly fewer ticketed air travelers using the CBF for access to and from the TIJ Airport. These travelers would instead continue to use the existing local POEs, thereby generating/exacerbating associated border waits and congestion. As a result, the effectiveness, security and economic viability of existing border crossings would be adversely affected, and this alternative would not meet identified project objectives related to taking full advantage of the potential capacity that the cross border facility could offer for diverting traffic from the POEs. It would also not maximize the sales and property tax revenues or TOT for the City.

**Burrowing Owl Avoidance Alternative**

The Burrowing Owl Avoidance Alternative would entail developing the project site as identified for the proposed project, except that Lot No. 16 would remain in its current condition to avoid impacts to on-site burrowing owls. To accomplish this alternative, the industrial density that could go on Lot 16 would be transferred to another lot(s) as permitted by the underlying zone and the PDP.

Implementation of the Burrowing Owl Avoidance Alternative would avoid identified significant impacts to on-site biological resources (i.e., burrowing owl and associated burrow) from the proposed project. Identified significant impacts to transportation/circulation, noise, air quality, paleontological resources, and off-site biological resources from the proposed project would remain under this alternative. As compared to the proposed project, this alternative would provide a similar type and level of development as identified for the proposed project, and it would achieve most of the identified project objectives.

Because this alternative would provide essentially the same type and level of development as identified for the proposed project, meet all of the identified project objectives, but eliminate one of the significant impacts of the proposed project, it is considered the Environmentally Superior Alternative.



Cecilia Gallardo, AICP  
Assistant Deputy Director  
Development Services Department

Analyst: A. McPherson

September 12, 2011

Date of Draft Report

November 18, 2011

Date of Final Report

## **DISTRIBUTION:**

The following individuals, organizations, and agencies received a copy or notice of the draft EIR and were invited to comment on its accuracy and sufficiency:

### **Federal Government**

Federal Aviation Administration (1)  
Department of Transportation (2)  
U.S. Environmental Protection Agency (19)  
Border Patrol (22)  
U.S. Fish & Wildlife Service (23)  
U.S. Army Corps of Engineers (26)  
Department of Homeland Security – Andy Brinton  
General Services Administration – Ramon Riesgo

### **State of California**

Department of Transportation, District 11 (31)  
California Department of Fish & Game (32)  
California Integrated Waste Management Board (35)  
Department of Toxic Substance Control (39)  
California Regional Water Quality Control Board: Region 9 (44)  
State Clearinghouse (46A)  
Air Resources Board (49)  
Caltrans, Division of Aeronautics  
California Transportation Commission (51A)  
Office of Planning and Research (57)  
California Highway Patrol (58)  
California Energy Commission (59)

### **County of San Diego**

Air Pollution Control District (65)  
Department of Planning and Land Use/Environmental Planning Section (68)  
County Water Authority (73)  
County of San Diego Department of Environmental Health (75)  
Supervisor Greg Cox – County Board of Supervisors

### **City of San Diego**

Mayor's Office (91)  
Jay Goldstone – Chief Operating Officer (MS 11)  
Councilmember Lightner, District 1 (10A)  
Councilmember Falconer, District 2 (10A)  
Councilmember Gloria, District 3 (10A)

Councilmember Young, District 4 (10A)  
Councilmember DeMaio, District 5 (10A)  
Councilmember Frye, District 6 (10A)  
Councilmember Emerald, District 7 (10A)  
Councilmember Hueso, District 8 (10A)  
City Attorney's Office (MS 56A)  
Denise Garcia (11A)  
Development Services Department  
    Kelly Broughton, Director  
    Cecilia Gallardo, Asst. Deputy Director  
    Sandra Teasley, Development Project Manager  
    Victoria Huffman, Transportation Review  
    Thomas Bui, Engineering Review  
    Greg Hopkins, Map Check  
    Dan Joyce, LDC  
    Terre Lien, Landscape Review  
    Patrick Thomas, Geology Review  
    Martha Blake, EAS Senior  
    Myra Herrmann, EAS Senior  
City Planning and Community Investment Department  
    Theresa Millette, Long Range Planning (MS 4A)  
    Tait Galloway, Airport Review (MS 4A)  
    Jeanne Krosch, MSCP (MS 5A)  
    Tom Tomlinson (93B)  
Public Utilities Department  
    Water Review (86A)  
    Wastewater Review (86B)  
    Nicole McGinnis (MS 906)  
    Ann Sasaki (MS 901)  
Fire and Life Safety Services (79)  
Environmental Services (80)  
Library Department – Government Documents (81)  
Central Library (81A)  
San Ysidro Branch Library (81EE)  
Otay Mesa – Nestor Branch Library (81W)  
Engineering and Capital Projects (86)  
General Services Department (92)

**Other Interested Agencies, Organizations, and Individuals**

City of Chula Vista (94)  
SANDAG (108)  
San Diego County Regional Airport Authority (110)  
San Diego Transit Corp (112)  
Metro Transit Systems (115)  
San Diego Gas and Electric (114)

Otay Water District – Steve Peasley  
Otay Mesa Planning Committee (235)  
Otay Mesa Nestor Community Planning Group (228)  
San Ysidro Planning and Development Group (433)  
Theresa Acero (230)  
San Diego County Chamber of Commerce – Angelika Villagrana  
Otay Mesa Chamber of Commerce (231A)  
Sierra Club (165)  
San Diego Audubon Society (167)  
Mr. Jim Peugh (167A)  
California Native Plant Society (170)  
Endangered Habitats League (182A)  
Marilyn Pongeggi, City of Chula Vista (234)  
United Border Community Town Council (434)  
Chula Vista Chamber of Commerce  
San Diego County Hispanic Chamber of Commerce  
San Ysidro Chamber of Commerce  
Tijuana Chamber of Commerce  
Cindy Grompper Graves - South County EDC  
Otay-Tijuana Ventures, LLC - Applicant  
Mark Rowson, Land Development Strategies (Agent for Applicant)  
Laurie Berman  
Julie Meier Wright, Regional Economic Development Corporation  
Andrew Poat, Regional Economic Development Corporation  
Susanne Bankhead  
Steve Williams – SENTRE Partnership  
Ted Anasis – SDCRAA  
Mekaela M. Gladden, Briggs Law Corporation  
Robin Madaffer, Schwartz Heidel Sullivan, LLP



**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 environmental report. No response is necessary and the letters are attached at the end of the EIR.
- (x) Comments addressing the accuracy or completeness of the EIR were received during the public input period. The letters and responses follow.

Copies of the Draft EIR, the Mitigation Monitoring and Reporting Program, and any technical appendices may be reviewed in the office of the Land Development Review Division, or purchased for the cost of reproduction.





# Otay-Tijuana Cross Border Facility Development Project

Final Environmental Impact Report

SCH No. 2010121014, Project No. 169653

November 2011

Prepared for:

**City of San Diego**  
**Development Services Department**  
**Land Development Review**

1222 First Avenue  
M.S. 501  
San Diego, CA 92101





# RESPONSE TO COMMENTS





**LIST OF PERSONS, ORGANIZATIONS, AND PUBLIC AGENCIES THAT COMMENTED ON THE DRAFT ENVIRONMENTAL IMPACT REPORT (EIR)**

A draft version of this EIR was circulated for public review for period of 45 days from June 30, 2011 to August 15, 2011. The Draft EIR was recirculated for a period of 45 days from September 13, 2011 to October 27, 2011. The following is a listing of the names and addresses of persons, organizations, and public agencies that commented during both public review periods. The date each letter was written is provided below for the reader's reference.

<u>LETTER DESIGNATION</u>	<u>NAME</u>	<u>ADDRESS</u>	<u>Date</u>
<b>FEDERAL AND STATE AGENCIES</b>			
<b>A</b>	California Department of Fish and Game, South Coast Region	3883 Ruffin Road San Diego, CA 92123	August 15, 2011
<b>B</b>	California Department of Toxic Substances Control	5796 Corporate Avenue Cypress, CA 90630	August 9, 2011
<b>C</b>	Caltrans District 11	4050 Taylor Street San Diego, CA 92110	August 15, 2011
<b>D</b>	Caltrans District 11	4050 Taylor Street San Diego, CA 92110	October 27, 2011
<b>E</b>	Native American Heritage Commission	915 Capitol Mall, Room 364 Sacramento, CA 95814	September 20, 2011
<b>F</b>	California Transportation Commission	1120 North Street, Sacramento, CA 95814	October 12, 2011
<b>G</b>	California Department of Toxic Substances Control	5796 Corporate Avenue Cypress, CA 90630	October 19, 2011
<b>H</b>	United States Fish and Wildlife Service / California Department of Fish and Game	6010 Hidden Valley Road, Suite 101, Carlsbad, CA 92011  3883 Ruffin Road, San Diego, CA 92131	October 28, 2011

**LOCAL AGENCIES**

<b>I</b>	SANDAG	401 B Street, Suite 800 San Diego, CA 92101	August 15, 2011
<b>J</b>	SANDAG	401 B Street, Suite 800 San Diego, CA 92101	October 24, 2011

**SPECIAL INTEREST/ORGANIZATIONS**

<b>K</b>	South County Economic Development Council	1111 Bay Boulevard, Suite E Chula Vista, CA 91911	August 5, 2011
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**INDIVIDUALS**

<b>L</b>	Briggs Law Corporation on behalf of CREED	814 Morena Boulevard, Suite 107 San Diego, CA 92110	August 12, 2011
<b>M</b>	Schwartz, Heidel, Sullivan, LLP on behalf of Torrey Pines Bank	401 B Street, Suite 2400 San Diego, CA 92101	August 25, 2011
<b>N</b>	Alan Francisco	alanfrancisco@hotmail.com	October 3, 2011





Edmund G. Brown Jr.  
Governor

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



Ken Alex  
Director

August 16, 2011

Anna L. McPherson  
City of San Diego  
1222 First Avenue, MS-501  
San Diego, CA 92101

Subject: Otay - Tijuana Airport Crossborder Facility Project  
SCH#: 2010121014

Dear Anna L. McPherson:

The State Clearinghouse submitted the above named Draft EIR to selected state agencies for review. On the enclosed Document Details Report please note that the Clearinghouse has listed the state agencies that reviewed your document. The review period closed on August 15, 2011, and the comments from the responding agency (ies) is (are) enclosed. If this comment package is not in order, please notify the State Clearinghouse immediately. Please refer to the project's ten-digit State Clearinghouse number in future correspondence so that we may respond promptly.

Please note that Section 21104(c) of the California Public Resources Code states that:

"A responsible or other public agency shall only make substantive comments regarding those activities involved in a project which are within an area of expertise of the agency or which are required to be carried out or approved by the agency. Those comments shall be supported by specific documentation."

These comments are forwarded for use in preparing your final environmental document. Should you need more information or clarification of the enclosed comments, we recommend that you contact the commenting agency directly.

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 contact the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process.

Sincerely,

Scott Morgan  
Director, State Clearinghouse

Enclosures  
cc: Resources Agency

**Document Details Report  
State Clearinghouse Data Base**

**SCH#** 2010121014  
**Project Title** Otay - Tijuana Airport Crossborder Facility Project  
**Lead Agency** San Diego, City of

**Type** EIR Draft EIR

**Description** The project is a re-subdivision of an approximately 63.8-acre property (lots 1 through 30 of the Otay Pacific Business Park) through the filing of a Vesting Tentative Map (No. 609579) and request for a Planned Development Permit (PDP No. 609801) to allow the development of a 75,000 square foot (SF) Cross Border Facility (CBF); a 780,000 square foot parking structure, two 150-room hotels; up to 78,500 SF of visitor-serving commercial uses and up to 280,000 SF of industrial uses. Development District (OMDD), which permits uses within the Heavy Industrial (IH-2-1) base zone plus research and development and limited commercial development, and is designated as Industrial in the 1981 Otay Mesa Community Plan (OMCP). A Community Plan Amendment is requested to permit the Cross Border Facility and other non-industrial uses on the site and to designate the on-site roads in the OMCP as the following classifications: Otay Pacific Drive (four-lane major), Otay Pacific Plan (four-lane collector) and Las Californias Drive (two-lane collector). The requested uses, identified in the community plan amendment, would be allowed with the approval of a PDP. The project also proposes the vacation of the public right-of-way for Otay Pacific Place and portions of the previously dedicated public street right-of-ways for Otay Pacific Drive and Las Californias Drive to accommodate the proposed development.

**Lead Agency Contact**

**Name** Anna L. McPherson  
**Agency** City of San Diego  
**Phone** (619) 446-5276 **Fax**  
**email**  
**Address** 1222 First Avenue, MS-501  
**City** San Diego **State** CA **Zip** 92101

**Project Location**

**County** San Diego  
**City** San Diego  
**Region**  
**Lat / Long** 32° 33.2' N / 116° 58.5' W  
**Cross Streets** Siempre Viva Road & Britannia Boulevard  
**Parcel No.** 667-080-1-30

Township	Range	Section	Base
----------	-------	---------	------

**Proximity to:**

**Highways** I-905  
**Airports** Brown Field & Tijuana Internrti  
**Railways**  
**Waterways**  
**Schools**  
**Land Use** Vacant/OMDD (Industrial)/Industrial

**Project Issues** Aesthetic/Visual; Air Quality; Biological Resources; Noise; Public Services; Sewer Capacity; Solid Waste; Traffic/Circulation; Water Quality; Water Supply; Wildlife; Landuse; Cumulative Effects; Other Issues

**Reviewing Agencies** Resources Agency; Department of Fish and Game, Region 5; Department of Parks and Recreation; Department of Water Resources; Caltrans, Division of Aeronautics; California Highway Patrol; Caltrans, District 11; Regional Water Quality Control Board, Region 9; Department of Toxic Substances Control; Native American Heritage Commission

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

COMMENTS

RESPONSES

Document Details Report  
State Clearinghouse Data Base

*Date Received* 07/01/2011    *Start of Review* 07/01/2011    *End of Review* 08/15/2011

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



Edmund G. Brown Jr.  
Governor

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



Ken Alex  
Director

October 27, 2011

Anna L. McPherson  
City of San Diego  
1222 First Avenue, MS-501  
San Diego, CA 92101

Subject: Otay - Tijuana Airport Crossborder Facility Project (Formerly Entitled as San Diego Tijuana Crossborder Facility)  
SCH#: 2010121014

Dear Anna L. McPherson:

The State Clearinghouse submitted the above named Draft EIR to selected state agencies for review. On the enclosed Document Details Report please note that the Clearinghouse has listed the state agencies that reviewed your document. The review period closed on October 26, 2011, and the comments from the responding agency (ies) is (are) enclosed. If this comment package is not in order, please notify the State Clearinghouse immediately. Please refer to the project's ten-digit State Clearinghouse number in future correspondence so that we may respond promptly.

Please note that Section 21104(c) of the California Public Resources Code states that:

"A responsible or other public agency shall only make substantive comments regarding those activities involved in a project which are within an area of expertise of the agency or which are required to be carried out or approved by the agency. Those comments shall be supported by specific documentation."

These comments are forwarded for use in preparing your final environmental document. Should you need more information or clarification of the enclosed comments, we recommend that you contact the commenting agency directly.

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 contact the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process.

Sincerely,

Scott Morgan  
Director, State Clearinghouse

Enclosures  
cc: Resources Agency

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

COMMENTS

RESPONSES

Document Details Report  
State Clearinghouse Data Base

**SCH#** 2010121014  
**Project Title** Otay - Tijuana Airport Crossborder Facility Project (Formerly Entitled as San Diego Tijuana  
**Lead Agency** Crossborder Facility)  
 San Diego, City of

**Type** EIR Draft EIR  
**Description** Note: Recirculated

The project is a re-subdivision of an approximately 63.8-acre property (lots 1 through 30 of the Otay Pacific Business Park) through the filing of a Vesting Tentative Map (No. 609579) and request for a Planned Development Permit (PDP No. 609801) to allow the development of a 95,000 square foot (SF) Cross Border Facility (CBF); a 772,000 square foot parking structure, and 706,000 s.f. of industrial and office/warehouse uses. Alternatively, the project includes an option to build up to 340 hotel rooms; up to 40,000 s.f. of visitor-serving commercial uses, and up to 402,000 s.f. of industrial uses.

**Lead Agency Contact**

**Name** Anna L. McPherson  
**Agency** City of San Diego  
**Phone** (619) 446-5276 **Fax**  
**email**  
**Address** 1222 First Avenue, MS-501  
**City** San Diego **State** CA **Zip** 92101

**Project Location**

**County** San Diego  
**City** San Diego  
**Region**  
**Lat / Long** 32° 33.2' N / 116° 58.5' W  
**Cross Streets** Siempre Viva Road & Britannia Boulevard  
**Parcel No.** 667-080-1-30  
**Township** **Range** **Section** **Base**

**Proximity to:**

**Highways** I-905  
**Airports** Brown Field & Tijuana Internrti  
**Railways**  
**Waterways**  
**Schools**  
**Land Use** Vacant/OMDD (Industrial)/Industrial

**Project Issues** Air Quality; Biological Resources; Noise; Public Services; Sewer Capacity; Solid Waste; Traffic/Circulation; Water Quality; Water Supply; Wildlife; Landuse; Cumulative Effects; Other Issues

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

**Date Received** 09/12/2011 **Start of Review** 09/12/2011 **End of Review** 10/26/2011

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



State of California -The Natural Resources Agency  
 DEPARTMENT OF FISH AND GAME  
 South Coast Region  
 3883 Ruffin Road  
 San Diego, CA 92123  
 (858) 467-4201  
 www.dfg.ca.gov

*EDMUND G. BROWN, Jr. Governor*  
*JOHN McCAMMAN, Director*



August 15, 2011

Ms. Anna McPherson  
 City of San Diego  
 Development Services Department  
 1222 First Avenue, MS 501  
 San Diego, California 92101-4155

**Subject: Comments on the Draft Subsequent Environmental Impact Report for the San Diego –Tijuana Airport Cross Border Facility (Project No. 169653, SCH No. 2010121014)**

Dear Ms. McPherson:

The California Department of Fish and Game (Department) has reviewed the Draft Subsequent Environmental Impact Report (DSEIR) for the San Diego - Tijuana Airport Cross Border Facility, dated June 2011, and which we received on July 5, 2011. The Department commented on the Notice of Preparation for the DSEIR in a letter dated January 3, 2011. The statements and comments herein have been prepared pursuant to the Department's authority as Trustee Agency with jurisdiction over natural resources affected by the project (California Environmental Quality Act [CEQA] Guidelines §15386) and pursuant to our authority as a Responsible Agency under CEQA Guidelines Section 15381 over those aspects of the proposed project that come under the purview of the California Endangered Species Act (Fish and Game Code §2050 et seq.) and Fish and Game Code Section 1600 et seq. The Department also administers the Natural Community Conservation Planning Program (NCCP). The City of San Diego (City) participates in the NCCP Program by implementing its approved Multiple Species Conservation Program (MSCP) Subarea Plan (SAP).

The approximately 63.8-acre privately owned property proposed for the Cross Border Facility (CBF) is located adjacent to the U.S. – Mexico International border in southwest of Siempre Viva Road (at the cross-street of Otay Pacific Drive) and east of Britannia Boulevard. The CBF would serve the Tijuana Airport passenger terminal in Mexico, approximately 500 feet south of the project site.

In 2007-2008, the project site was subdivided and graded for industrial park use as the Las Californias Center (also known as the Otay Pacific Business Park) - Mitigated Negative Declaration (MND - SCH # 2004021016). The Department commented on that MND in a letter dated March 5, 2004. Building pads, streets, sidewalks, and utility infrastructure were installed subsequent to the grading of the property. Then, a new applicant proposed the currently proposed project, which includes: a re-subdivision of the property (lots 1 through 30 of the Otay Pacific Business Park) through the filing of a Vesting Tentative Map (No. 609579); a request for a Community Plan Amendment and a Planned Development Permit (PDP No. 609801) to allow the development of a 95,000 square-foot (SF) CBF; and the construction of a 772,000 SF parking structure, and up to

*Conserving California's Wildlife Since 1870*

A1 Comment noted.

A2 The information contained in this comment is consistent with the June 2011 Draft EIR. However, subsequent refinements were made to the off-site road segment analysis contained in the Recirculated Draft EIR that would allow the project applicant to receive a Site Development Permit (SDP) for those improvements. Refer to the biological analysis contained in Section 5.9 of the Recirculated Draft EIR.

COMMENTS

RESPONSES

Ms. Anna McPherson  
August 15, 2011  
Page 2 of 4

706,000 SF of industrial office/warehouse uses. As an option to the industrial office/warehouse uses, the PDP would allow the development of hotel uses with a maximum of 340 rooms and up to 40,000 SF visitor-serving commercial uses and up to 402,000 SF of industrial office/ warehouse uses. While no additional on-site impacts to habitat are proposed, the proposed change in use triggered the need for additional CEQA analyses to address the impacts of the modified uses. Furthermore, the project would also include the improvements of the following three off-site road segments:

- a. Britannia Boulevard from SR-905 to Airway Road from a four-lane major to a six-lane primary arterial;
- b. Britannia Boulevard from Airway Road to Siempre Viva Road from a four-lane major to a six-lane major; and
- c. Otay Mesa Road from Piper Ranch Road to SR-125 from a four-lane primary arterial to a six-lane major arterial.

The DEIR indicates that these road improvements would affect an estimated 5.6 acres of non-native grassland, 0.11 acre of freshwater marsh, and 0.01 acre of vernal pool basin.

Pursuant to the MND cited above, mitigation was provided in 2007 for impacts to 1.4 acres of non-native grassland through contribution of \$17,500 into the City's Habitat Acquisition Fund. Both the MND and associated biological resources technical report (Helix 2003) addressed burrowing owl (*Athene cunicularia*, BUOW), an MSCP covered species. However, at the time of the preparation of the MND, no BUOW were observed on the project site, and there was no nexus under CEQA or pursuant to the SAP for mitigation specific to BUOW. Since then, during BUOW surveys conducted in December 2010, one BUOW was observed in one burrow in a brow ditch located on the eastern portion of the project site, and an active burrow was observed in the same brow ditch (letter dated February 28, 2011, from Helix Environmental Planning to Dave Mayer). Five BUOW were also observed on the property immediately east of the project site.

The DEIR requires the implementation of the following measures to avoid and mitigate impacts on BUOW.

- a. A pre-construction survey for owl shall be implemented no more than 30 days prior to the initiation of clearing and grading where evidence of an occupied burrow was observed and where the BUOW was observed, and where biologically monitored weed removal reveals additional potential burrows.
- b. If BUOW are present and construction activities would occur between February 1 and August 31 (breeding season), no grading or construction activities shall occur within 300 feet of an active nest within the project footprint until the young have fledged, as determined by a qualified biologist, at which time the eviction process (measure "c") would be implemented.
- c. If BUOW are present, a qualified biologist shall implement a burrow eviction process with the use of one-way doors. After the BUOW have vacated the burrows (this should take approximately 48 hours after installation of one-way doors) those burrows shall be carefully excavated (to confirm they are empty) and

A3 This comment accurately reflects information contained in the June 2011 Draft EIR.

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then filled to prevent occupation or reoccupation. A qualified biologist shall carry out the eviction, excavation, and filling.

- d. Prior to the issuance of the first grading permit, any observed individuals must be relocated out of the impact area using passive or active methods approved by the Wildlife Agencies and the City.
- e. Prior to issuance of the first grading permit, applicant is to place two artificial owl burrows in the Otay Mesa area within the limits of the City's MSCP Subarea Plan.
- f. Prior to issuance of the first grading permit, applicant is to provide a plan outlining a two-year management and monitoring program for the artificial burrow site, unless the management entity already has a management program in place.
- g. The applicant would be responsible for providing funding for maintenance associated with the artificial burrows, should that funding not already be in place.

The Department offers the following comments and recommendations to assist the City in avoiding or minimizing potential project impacts on BUOW.

1. The Department requests that the pre-construction survey for BUOW occur prior to the initiation of any construction activity (e.g., deploying or moving construction equipment), not just clearing and grading, that might injure or kill a BUOW.
2. On July 28, 2011, staff from the City and the Department visited some sites on Otay Mesa to consider as potential nodes to be established for BUOW under the City's prospective BUOW Strategy. Of the sites we visited, the Department believes that the best-suited sites for the placement of two artificial burrows proposed as mitigation for the CBF project for the loss of the burrow observed on site in December 2010 are the Otay Mesa TET sites (i.e., The Environmental Trust sites of which the City took ownership). While these are farther from the project site than acceptable relative to providing the affected BUOW alternative burrows to use, the sites are protected and in good condition. We therefore, recommend that the two artificial burrows be placed on one of these sites and that measures "f" and "g" described above be implemented for those sites.
3. The Department accepts passive eviction as long as there is appropriate BUOW habitat for the evicted BUOW to go to within no more than approximately ¼ mile from the eviction site and the destination habitat is conserved. The nearest conserved habitat suitable for BUOW is immediately north of Brown Field, approximately 1.5 miles from the project site. However, for this project, we must consider the history (including CEQA) of the project site as described in this letter, and the proposed mitigation for the BUOW (i.e., artificial burrows, etc.). With that consideration, we accept that the property to the east where BUOW were observed during the survey in December 2010, and where BUOW evacuated from the project site are most likely to go, is not conserved. This acceptance applies only to this project.

- A4 The City modified language for biology mitigation measures Bio-1 and Bio-3 in the Recirculated Draft EIR to require the pre-construction survey prior to equipment and material access/staging as suggested in this comment.
- A5 The Otay Mesa TET site was added to the list of possible artificial burrows identified in biology mitigation measure Bio-2 in the Recirculated Draft EIR. The other sites identified as possible artificial burrow sites in Bio-2 in the July 2011 Draft EIR are retained in the mitigation measure as viable mitigation sites.
- A6 The City appreciates receiving CDFG concurrence on biology mitigation measure Bio-1, as noted in this comment.

A3  
cont.

A4

A5

A6



Ms. Anna McPherson  
August 15, 2011  
Page 4 of 4

- 4. Regarding the potential biological impacts during the construction of the road improvements, the DSEIR requires only that impacts to sensitive habitat(s) be mitigated at the appropriate ratios through either habitat preservation or payment into the City's Habitat Acquisition Fund. The DSEIR includes no measures to protect BUOW from the off-site road improvements, even though BUOW have been known to occur along the roads proposed to be improved. Our understanding is that the off-site road improvements will be subject to further CEQA analyses. If this is correct, please clarify this in the final PSEIR, and specify that the future CEQA analyses will address the potential for impacts on the BUOW. If future CEQA analyses are not expected, please modify the PSEIR to address such impacts. Measures to address should reflect the possibility that loss of Tier IV habitat occupied by BUOW will require mitigation.

We appreciate the opportunity to comment on the referenced NOP. Questions regarding this letter and further coordination on these issues should be directed to Libby Lucas at (858) 467-4230.

Sincerely,



Edmund Pert  
Regional Manager  
South Coast Region

cc: State Clearinghouse  
Jeanne Krosch, City of San Diego, MSCP  
Patrick Gower, U.S. Fish and Wildlife Service  
Susan Wynn, U.S. Fish and Wildlife Service  
David Zoutendyk, U.S. Fish and Wildlife Service

A7

- A7 The Recirculated Draft EIR provides additional details on the impacts of implementing proposed off-site road improvements and outlines the required mitigation to compensate for those impacts. No direct impacts to burrowing owls would occur, as stated in Section 5.9 of the Recirculated Draft EIR. Included in the mitigation are measures (i.e., Bio-4 through Bio-7) to address indirect impacts to burrowing owl (associated with habitat loss). No further CEQA review will be required for the four road improvements that a SDP is currently requested; future CEQA review would be required if the other off-site traffic mitigation were to be implemented.



Matthew Rodriguez  
Secretary for  
Environmental Protection



Department of Toxic Substances Control

Deborah O. Raphael, Director  
5796 Corporate Avenue  
Cypress, California 90630



Edmund G. Brown Jr.  
Governor

August 9, 2011

Ms. Anna L. McPherson, AICP  
City of San Diego  
1222 First Avenue, MS-501  
San Diego, California 92101

NOTICE OF AVAILABILITY OF A DRAFT ENVIRONMENTAL IMPACT REPORT FOR  
THE OTAY-TIJUANA CROSS BORDER FACILITY PROJECT, (SCH #210121014),  
SAN DIEGO COUNTY

Dear Ms. McPherson:

The Department of Toxic Substances Control (DTSC) has received your submitted draft Environmental Impact Report (EIR) for the above-mentioned project. The following project description is stated in your document: "The project is a re-subdivision of an approximately 63.8-acre property (lots 1 through 30 of the Otay Pacific Business Park) through the filing of a Vesting Tentative Map and request for a Community Plan Amendment (CPA) and Planned Development Permit (PDP) to allow the development of a 95,000 square foot (SF) Customs and Border Protection (CBP), a 772,000 SF parking structure, and 706,000 SF of industrial office/warehouse uses. The project site is located immediately adjacent to the U.S. – Mexico International border in San Diego County, California. Immediately to the west are developed industrial parcels, some of which contain industrial buildings. To the east is an undeveloped parcel featuring a drainage easement (containing a detention structure) and improvements that receive on-site stormwater runoff and direct it towards the south. To the north of the project site is vacant land and auto storage. Northeast of the project site is a sand and gravel operation. The southern property line features the U.S. border fence. Two single-family residences are located in the project area. Land immediately surrounding the site is designated for industrial use and certain parcels feature industrial buildings and operations".

Based on the review of the submitted document DTSC has the following comments:

- 1) DTSC provided comments on the project Notice of Preparation (NOP) on January 6, 2011; some of those comments have been addressed in the submitted draft Environmental Impact Report. Please ensure that all those comments will be addressed in the final EIR.

B1 Comment noted. All past DTSC comments that are applicable have been addressed in the Recirculated Draft EIR.

COMMENTS

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Ms. Anna McPherson  
August 9, 2011  
Page 2

B2  
B3

- 2) If it is determined that hazardous wastes are, or will be, generated by the proposed operations, the wastes must be managed in accordance with the California Hazardous Waste Control Law (California Health and Safety Code, Division 20, Chapter 6.5) and the Hazardous Waste Control Regulations (California Code of Regulations, Title 22, Division 4.5). If it is determined that hazardous wastes will be generated, the facility should also obtain a United States Environmental Protection Agency Identification Number by contacting (800) 618-6942. Certain hazardous waste treatment processes or hazardous materials, handling, storage or uses may require authorization from the local Certified Unified Program Agency (CUPA). Information about the requirement for authorization can be obtained by contacting your local CUPA.
- 3) Also, in future CEQA documents, please provide your e-mail address, so DTSC can send you the comments both electronically and by mail.

If you have any questions regarding this letter, please contact Rafiq Ahmed, Project Manager, at [rahmed@dtsc.ca.gov](mailto:rahmed@dtsc.ca.gov), or by phone at (714) 484-5491.

Sincerely,



Greg Holmes  
Unit Chief  
Brownfields and Environmental Restoration Program

cc: Governor's Office of Planning and Research  
State Clearinghouse  
P.O. Box 3044  
Sacramento, California 95812-3044  
[state.clearinghouse@opr.ca.gov](mailto:state.clearinghouse@opr.ca.gov)

CEQA Tracking Center  
Department of Toxic Substances Control  
Office of Environmental Planning and Analysis  
P.O. Box 806  
Sacramento, California 95812  
Attn: Nancy Ritter  
[nritter@dtsc.ca.gov](mailto:nritter@dtsc.ca.gov)

CEQA # 3263

- B2 If hazardous wastes are generated by future tenants and operators of the proposed project, wastes would be managed in accordance with the applicable federal, state and local regulations, including those noted in this comment.
- B3 Comment noted. City staff provided an e-mail address for comment submittal on the Notice of Completion (NOC) filed with the Office of Planning and Research (OPR) State Clearinghouse.

STATE OF CALIFORNIA — BUSINESS, TRANSPORTATION AND HOUSING AGENCY

MUNDO G. BROWN Jr., Governor

DEPARTMENT OF TRANSPORTATION

DISTRICT 11  
PLANNING DIVISION  
4050 TAYLOR STREET, MS 240  
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August 15, 2011

11-SD-905  
PM 11.59

SD-TJ Cross-Border Terminal  
Draft Environmental Impact Report

Anna L. McPherson  
City of San Diego  
1222 First Avenue, MS-501  
San Diego, CA 92101

Dear Ms. McPherson:

Thank you for providing us with the opportunity to review and comment on the Draft Environmental Impact Report (DEIR) for the San Diego-Tijuana Cross Border Facility (CBF) project. The CBF project site is accessible from California's State Route 905 (SR-905)/Otay Mesa Road, via Britannia Boulevard and La Media Road in the Otay Mesa Community within the City of San Diego. SR-905 connects with the State Route 125 (SR-125), a toll road to the east, and Interstate 805 (I-805) and Interstate 5 (I-5) to the west. Caltrans has the following comments:

Project Mitigation Comments

This project will generate approximately 46,498 additional daily vehicle trips to the road network, yet not a single direct improvement is identified on SR-905, SR-125, I-805 or I-5. A project of this magnitude deserves further evaluation of potential solutions to traffic impacts to State transportation facilities.

The traffic analysis identifies in the Phase 1 condition the SR-125/Otay Mesa Road Northbound Ramp operating over capacity using the intersecting lane vehicle (ILV) procedure from the Caltrans Highway Design Manual (HDM). In addition, based on the Ramp Meter Analysis as identified in the City of San Diego's Traffic Impact Study Manual, the SR-125/Otay Mesa Road Northbound Ramp exceeds the acceptable delay and queue. This should constitute as a direct Phase 1 project impact. However, the DEIR traffic analysis does not identify any mitigation in the Phase 1 condition for the SR-125/Otay Mesa Road Northbound Ramp. Mitigation should be identified for this impact in the DEIR for the Phase 1 traffic condition.

It should be noted that the County of San Diego recently circulated for public review a large scale commercial development referred to as California Crossings, in the County's EIR located at the SR-125/Otay Mesa Road ramp intersection. Phase 1 and Phase 2 of the CBF project shows the SR-125/Otay Mesa Road ramps failing. Without any proposed implementation of mitigation by the CBF project, the impacts to these ramps will be intensified and exacerbated by the additional traffic proposed by the California Crossing development being approved within the County of San Diego's jurisdiction. Coordination between the City and County is recommended to address this issue.

*"Caltrans improves mobility across California"*

C1  
C2  
C3

- C1 The Traffic Impact Study (TIS) for the project was prepared in accordance with all applicable analysis methodologies included in the City of San Diego (City) Traffic Impact Study Manual (dated July 1998), City Land Development Code Trip Generation Manual (dated May 2003), and the City's Significance Determination Thresholds (dated January 2011). These guidance documents reflect the required elements for CEQA disclosure of circulation impacts associated with project proposals in the City. The TIS analysis took into consideration the project impacts on State facilities, and does indicate a direct project impact on State facilities under the Existing Plus Project analysis.
- C2 The Intersecting Lane Vehicles (ILV) analysis is provided for informational purposes. The results of ILV analysis are not used to determine significant traffic impacts to intersections under either Caltrans or City procedures; rather, intersection performance is evaluated using the Highway Capacity Manual (HCM) methodologies (which is the national standard for level of service (LOS) evaluation) and significant impacts are determined by utilizing the City of San Diego Significance Determination Thresholds (2011). As shown in Table 5.2-911 of the Final EIR, the intersection of SR-125/Otay Mesa Road Northbound ramp is expected to operate at LOS B or better with Phase 1 of the



Anna L. McPherson  
August 15, 2011  
Page 2

The traffic analysis identifies in the Phase 2 condition the SR-125/Otay Mesa Road Northbound and Southbound Ramps operating over capacity using the ILV procedure from the Caltrans HDM. In addition, based on the Ramp Meter Analysis as identified in the City of San Diego's Traffic Impact Study Manual, the SR-125/Otay Mesa Road Northbound and Southbound Ramps exceed the acceptable delay and queue. In addition, the Ramp Meter Analysis shows that the SR-905 Westbound Ramp at La Media Road also exceeds acceptable delay and queue. These impacts should constitute as direct Phase 2 project impacts. However, the DEIR refers to potential mitigation for these impacts only under the Build-Out condition. It should be noted that Caltrans will maintain freeway ramp meter rates as to maintain an acceptable traffic flow on the freeway mainline.

In addition to not correctly identifying these direct impacts under the appropriate project condition, it is unclear whether the DEIR proposes actual mitigation for these impacts. Potential improvements are described in the DEIR; however, it also states that "no feasible improvements can restore the LOS to D or better". This statement is used throughout the DEIR for all impacts to State transportation facilities.

The DEIR also defers these direct impacts and calls for potential "fair-share" in the Build-Out condition, along with other impacts identified to State transportation facilities, but conversely describes that the "fair-share" contribution of the cost of the improvements shall only be made to the "extent feasible". The DEIR also does not disclose the methodology by which the "fair-share" calculations were derived. Fair share should also be identified for the SR-905/SR-125 interchange connector, as this component of the SR-905 Project is currently unfunded.

Therefore, it is the position of Caltrans that the DEIR fails to meet the California Environmental Quality Act (CEQA) requirements for mitigating impacts below a level of insignificance in that the DEIR does not correctly identify the appropriate project Phase the mitigation should be commenced; the DEIR does not appropriately differentiate a Direct versus Cumulative impact; and the DEIR is ambiguous as to how the actual mitigation will be implemented. In addition, with regards to the DEIR in what constitutes a valid finding of infeasibility; it is the lead agency's responsibility to determine whether a potential mitigation measure is direct, indirect, feasible or infeasible based on substantial evidence in the record, and that such mitigation is implemented within the appropriate time frame that the impact occurs. It is the position of our agency that the DEIR for the CBF project does not meet these CEQA requirements as it pertains to mitigation on State transportation facilities.

Traffic Analysis Comments

- Although the DEIR includes the proposed Otay Mesa East Port of Entry (POE) in the trip diversion analysis (5.2-16), the document does not include discussion of the potential impacts to commercial vehicle traffic generated by the proposed Otay Mesa East POE and SR 11. Please consider impacts to commercial traffic in the traffic analysis and mitigation measures.
- The DEIR should address potential impacts to existing and planned public and private transit services.

*"Caltrans improves mobility across California"*

C4  
C5  
C6  
C7  
C8  
C9

C2 cont. project. Concerning impacts to the future metered on-ramp at this location, although the metered on-ramp analysis identifies greater than 15 minutes of delay at this on-ramp, as shown in Table 5.2-21 and Table 5.2-23 of the Final EIR, SR-125 between Otay Mesa Road and Otay Valley Road is forecast to operate at LOS A in Phase 1 and LOS C or better in Phase 2. Per the City's Significance Determination Thresholds (2011), delay in excess of 15 minutes at metered freeway on-ramps is only considered significant if the corresponding downstream freeway segment is operating at an unacceptable LOS. Therefore, mitigation is not required at this intersection or its metered on-ramp..

C3 The California Crossings project was identified as a reasonably foreseeable project at the time the Notice of Preparation (NOP) for the CBF project was released. Therefore, it was included as a cumulative/pending project in the Phase 1 and Phase 2 traffic volumes and analyses provided in the TIS. Based on that analysis, no significant impacts are identified at the SR-125/Otay Mesa Road Northbound and Southbound ramp intersections or at the future metered on-ramp for SR-125 north at Otay Mesa Road. The City has already contacted the County regarding the proposed California Crossings project.

C4 Refer to Response to Comment C2. The City does not use the Highway Design Manual (HDM) (i.e., ILV analysis) methodology for identifying impacts (nor does Caltrans), as noted in the City's Traffic Impact Study Manual and Significance Determination Thresholds. As shown in Table 5.2-13 of the Final EIR, the intersections of SR-125/Otay Mesa Road Northbound and Southbound Ramp are expected to operate at LOS C or better with Phase 2 of the project and hence Phase 2 of the project would not have a significant impact at these intersections. Regarding the Phase 2 delays and queues at the SR-125/Otay Mesa Road future metered on-ramp, the project would not have a significant impact to this on-ramp because the SR-125 segment downstream of this ramp is expected to operate at LOS C or better as shown in Table 5.2-23 of the Final EIR. Similarly, the metered freeway on-ramp at La Media Road/SR-905 westbound on-ramp is not significantly impacted since the downstream segment of SR-905 is forecast to operate at LOS A, as also shown in Table 5.2-23. Therefore, Phase 2 and Existing Plus Project impacts were identified using appropriate City methods, requirements and mitigation determination under CEQA.

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- C5 The TIS and Draft EIR did not identify mitigation where significant impacts were not identified. Refer to Response to Comments C2 and C4 that explain why significant impacts were not identified in the locations noted above. The City of San Diego Significance Determination Thresholds (2011) requires mitigation be identified for significantly impacted roadway facilities that would restore these facilities to acceptable levels of service; however, a proposed project is only responsible for restoring the facilities to pre-project conditions. The phrase “no feasible improvements can restore the LOS to D or better” was used in the TIS where no feasible improvements could be identified that would restore the significantly impacted road facility to acceptable levels of service. This phrase is not exclusively reserved for State facilities, but applied to all applicable roadway facilities.
- C6 The fair-share calculation methodology used by the City and for the project is as follows:  $(\text{Horizon Year With Project Volume} - \text{Horizon Without Project Volume}) / (\text{Horizon Year With Project Volume} - \text{Existing Volume})$ . The TIS and Draft EIR identified impacts to and appropriate mitigation measures for intersections, roadway segments, and freeway mainline segments and ramps. All project impacts and appropriate mitigation measures and fair-share calculations have been identified in the TIS.
- C7 Comment noted. As stated in Response to Comments C1, C2 and C4, the TIS and Draft EIR were prepared using the City’s current methodologies and Significance Determination Thresholds. Both documents evaluate project impacts and mitigation by project phase, while direct (Phases 1 and 2) impacts are presented separately from cumulative (Buildout) impacts. Identified mitigation will be implemented as spelled out in the Mitigation, Monitoring and Reporting section of the Draft EIR. The infeasibility of mitigation will be determined by the Decision maker based upon Findings of Fact, substantial evidence in the record. Certification of the Final EIR and adoption of the project without impacts being fully mitigated will require the Decision maker to adopt a Statement of Overriding Considerations (SOC).
- C8 The proposed project is a land use development (i.e., CBF and ancillary retail/industrial uses), not a Port of Entry (POE) that would serve commercial vehicles. Personal vehicle trips would be diverted away from the POEs to the proposed CBF, thus freeing up capacity at the POEs for commercial truck traffic. As a result, traffic volumes along



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- Traffic numbers appear low at SR-905 ramps. In general, the presented volumes and level of service (LOS) are inconsistent with the Tier II draft EIR/EIS for SR-11 and the Otay Mesa East Port of Entry. Please explain.
- Trip distribution is confusing. It appears no trip assignments were provided to SR-905/Siempre Viva Road and SR-905/La Media Road. Please explain.
- Construction of the SR-905 freeway between I-805 and Britannia Boulevard will be completed in 2012. The DEIR should take into account all phases of SR-905. Please note that Otay Mesa Road may be relinquished back to the City of San Diego before the CBF project is completed.
- The traffic study mentions in several locations (including but not limited to Figure 19A) that volumes and operations for Build-Out are based on the City of San Diego's "Adopted" Community Plan for Otay Mesa. Per the City's currently "Adopted" Community Plan, there is no extension of La Media Road northerly into Chula Vista. In addition, per both the City's currently "Adopted" Community Plan and the proposed Otay Mesa Community Plan update (Modified scenario 3B), there is no extension of Siempre Viva Road to the west of Cactus Road that would tie into a southerly extension of Heritage Road (ie. Heritage extended to the south, from Airway Road to Siempre Viva Road).
- Caltrans comments (per letter to U.S. Department of State dated February 11, 2010) regarding using 2000 vehicles/lane/hour for freeway mainline capacity, instead of using 2350 vehicles/lane/hour have not been addressed. Aux lanes should use a capacity of 1200-1400 vehicles/lane/hour, instead of 1800 vehicles/lane/hour as was used in the study. No changes had been made to the freeway LOS analyses based on our previous comments.
- DEIR, Project Description, Section 3.3.1, page 3-8, SR-905 may be in construction at the same time as Phase 2 of the CBF project. Please note that if this is the case, there will need to be coordination on traffic control between these two projects.
- DEIR, Land Use, Table 5.5.1, page, 5.1-29, Policy ME-C.8 "c" is similar to Policy ME-C.9. Please clarify the difference between these two policies.
- DEIR, Transportation/Circulation, Table 5.2-7, page 5.2-15, Peak hour volumes (PHV) for all 3 phases appear low. Those provided range from 3-7% of average daily trips (ADT). This percentage should increase closer to 9-10% for freeway PHV and even higher for lower volume facilities.
- DEIR, Transportation/Circulation, Table 5.2-8, page 5.2-16, the numbers for estimated diverted trips are high. Please explain.
- DEIR, Transportation/Circulation, page 5.2-16, the report states that for the baseline cumulative impacts beyond one intersection the project volumes were not subtracted from the model to be conservative. Please explain how this reasoning is conservative? Additionally, if these volumes are not subtracted, what are they being compared to? Please clarify.

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- C8 cont. the circulation network in the immediate vicinity of the POEs will be reduced. Commercial truck traffic, which is reflected as total passenger car equivalents (PCEs), is included in the long-range traffic forecasts from the City's traffic model. The traffic model data for the Buildout Adopted Community Plan condition were obtained from the City's traffic forecasting tool (SANDAG Series 11 platform) and is the basis for the Buildout analysis presented in the TIS and Draft EIR.
- C9 Transit service is discussed in the TIS and in the Draft EIR (under Issue 6 of Section 5.2 of the Draft EIR). Although transit service is provided within the project study area by San Diego Metropolitan Transit System (MTS), there is no transit provision now or committed in the future directly to the CBF. Opportunities for transit could be available in the future once a service provider implements plans. However, potential transit impacts and required mitigation measures are not identified, as transit service is not currently committed in the project vicinity.
- C10 The Phase 1 and Phase 2 traffic volumes are based on cumulative build-up traffic generation from Existing (2009) conditions with adjustments accounting for the construction of SR-905 Phases 1A and 1B. Per the SR-11 Tier II Traffic Technical Report for the Draft EIR/EIS for the SR-11 and the Otay Mesa East Port of Entry, Near Term volumes for the SR-11 Draft EIR/DEIS were based on SANDAG's regional transportation model for 2015. Given that Phase 1 and Phase 2 opening years of the Otay-Tijuana Cross Border Facility Development Project are not 2015 (they are 2012 and 2017 respectively) and its methodology to develop Near Term volumes is based on cumulative build-up of traffic from its baseline (2009) conditions, it is understandable that the traffic volumes and LOS for the two documents have inconsistencies. Horizon Year traffic volumes for the proposed project were obtained from the City's traffic forecast which used SANDAG's Series 11 traffic model but which assumed buildout of the Otay Mesa Community of the City of San Diego. The SR-11 EIR/EIS Horizon Year (2035) volumes were based on the SANDAG 2030 conditions with a growth factor added to convert 2030 volumes to 2035 volumes; however, the land uses assumed in the SANDAG 2030 forecast does not represent currently anticipated buildout

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- C10 of the Otay Mesa Community Plan. Given that the land use intensity is different in the two forecasts, it is reasonable to expect differences in the turn volumes at these interchanges.
- C11 Project trips were assigned to SR-905/Siempre Viva Road and SR-905/La Media Road for all phases of the project as shown in Figures 5A, 5B, 6A and 6B of the TIS. Although no project trips were distributed to the intersections of SR-905 Ramps/Siempre Viva Road for Phase 1 and Phase 2, these intersections are expected to have no more than 5 project trips in the a.m. peak hour and 6 project trips in the p.m. hour for Phase 1 and no more than 33 project trips in the a.m. peak hour and 44 project trips in the p.m. hour for Phase 2 respectively, and therefore do not warrant analysis since this number of trips does not exceed the 50 peak hour directional project trip threshold required by the City of San Diego Traffic Impact Study Manual.
- C12 Comment noted. The completion of SR-905 Phases 1A and 1B were assumed in the analysis for both Phase 1 and Phase 2 of the project since Phase 1 of the project is not expected to be constructed and occupied until after the opening of SR-905 1B in 2012. All phases of SR-905 were assumed in the Buildout conditions analysis.
- C13 Per the Adopted Circulation Plan for the Otay Mesa Community Plan (Resolution #292480 Adopted by City Council November 23, 1999), La Media Road would extend northerly into Chula Vista, and Siempre Viva Road would extend west from of Cactus Road to Heritage Road. However, due to the fact that the City of Chula Vista has proposed the removal of the La Media Road extension, an additional analysis, that of the Buildout of the Adopted Community Plan Without La Media Road, is also provided as Appendix O of the TIS.
- C14 The freeway mainline capacity of 2000 vphpl and auxiliary lane capacity of 1200 – 1400 vphpl are LOS D capacities whereas the TIS capacities used are LOS E capacities. The freeway mainline capacity assumed in the TIS of 2350 vphpl maximum capacity at LOS E are those cited in Caltrans Guide to the Preparation of Traffic Studies (2002).
- C15 Phase 2 of the proposed project is anticipated to occur after SR-905 construction is completed in 2012, as noted in Comment C12. If that is not the case, the project would coordinate with Caltrans regarding any needed traffic control during construction.



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- C16 Comment noted. This comment does not address the adequacy of the Draft EIR.
- C17 The peak-hour volumes for the retail/industrial component of the project were generated using trip rates from the San Diego Municipal Code Land Development Code, Trip Generation Manual (May 2003). The CBF peak-hour volumes were the rates used in the San Diego International Airport (SDIA) Master Plan EIR, April 2008 (Proposed Airport Land Use Plan, Year 2030). Airport traffic is spread more evenly throughout the day and has a lower peak hour percent than retail and industrial traffic. The peak hour percent for the entire project is lower than retail or industrial land use since approximately 74% of the project traffic would be airport related.
- C18 The San Diego-Tijuana Airport Cross Border Facility User Projections (prepared by Simat Helliesen & Eichner, Inc. [SH&E], June 2009, and provided as Appendix A of the TIS) was used to determine the amount of traffic that could be diverted to the project site and the distribution of those diverted trips from the San Ysidro POE (48 percent), Otay Mesa POE (33 percent), and Otay Mesa East POE (19 percent). With buildout of the project (i.e., 17,225 daily passengers), the proposed CBF would generate 34,467 ADT. Of these 34,467 trips, the proposed project would divert approximately 30,701 trips from the three POEs (i.e., 89 percent of the total trip generation) based on the market demand projections in the SH&E study, as stated in Section 5.2 of the Draft EIR (page 5.2-14). Using the percentage splits at each of the border crossings (i.e., 48 percent at the San Ysidro POE, 33 percent at the Otay Mesa POE, and 19 percent at the Otay Mesa East POE) and applying them to the estimated total diverted trips (i.e., 30,701 trips per day), the estimated number of trips diverted to the proposed project from each POE was determined.
- C19 Cumulative traffic volume data for Phase 1 and Phase 2 conditions were provided by Rick Engineering Company for the Metro Airpark project. This data were based on 20 cumulative (pending and approved) projects within the City and County, including buildout of the proposed CBF project. LSA manually subtracted out the proposed buildout project trips included in the data set at intersections adjacent to the project site to determine the Phase 1 and Phase 2 without project volumes. The proposed buildout project trip assignment was difficult to ascertain farther away from the project site; therefore, LSA did not make adjustments to (i.e.,

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- Appendix J, Traffic Impact Study, page 94, the study mentions that 30,701 trips would be diverted from the San Ysidro (I-5), Otay Mesa (SR-905), and Otay Mesa East (SR-11) ports of entry, but does not include any analysis of traffic volumes at those locations. Please explain.
- Appendix J, Traffic Impact Study, page 159, there is confusion within the document regarding both the text discussion and traffic analysis of what street/highway network is in the currently "Adopted" Otay Mesa Community Plan, and what street/highway network is in the proposed Otay Mesa Community Plan update (Modified scenario 3B). Please clarify.
- Appendix J, Traffic Impact Study, pages 166 & 168, reference is made to an additional lane on SR-905 and on SR-125 as being potential mitigation for the project's impacts to the State's freeway facilities. Per the latest draft of the SANDAG 2050 RTP, HOV lanes on SR-905 are not included in the 2050 Revenue Constrained project lists. Additional lanes on SR-125 are included in the Revenue Constrained project lists but are not expected to be built until 2050.
- Appendix J, Traffic Impact Study, page 170 the TIS states that the project generates 46,498 trips, with 2,291 (4.93%) in the AM peak hour and 2523 (5.43%) in the PM peak hour. Per the SANDAG "Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region" the AM and PM peak hour volumes as a percentage of the total daily volumes generated are low. Peak hour percentages for the specified project land uses would be estimated to range between 7%-12%.

Any work performed within Caltrans Right of Way (R/W) will require an encroachment permit. Furthermore, the applicant's environmental document must include such work in their project description and indicate that an encroachment permit will be needed. As part of the encroachment permit process, the developer must provide appropriate environmental approval for potential environmental impacts to Caltrans R/W.

If you have any questions on the comments Caltrans has provided, please contact Anthony Aguirre of the Development Review Branch at (619) 688-3161.

Sincerely,

JACOB ARMSTRONG, Chief  
Development Review Branch

c: Ronald Saenz, Associate Regional Planner, SANDAG

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C19 subtract buildout project volumes at) intersections outside of a one-cont. intersection radius of the project site. LSA manually assigned the Phase 1 and Phase 2 project volumes to all study area intersections to determine the Phase 1 and Phase 2 with project volumes. The Phase 1 and Phase 2 with project volumes and LOS analyses are considered conservative because double counting of project volumes occurs at intersections located outside of the one-intersection radius of the project site. These higher project volumes were used to determine the project's Phase 1 and Phase 2 impacts.

C20 Refer to Response to Comment C18. According to market research contained in the SH&E study, vehicle trips would be diverted from the San Ysidro, Otay Mesa, and Otay Mesa East POEs. This diversion of existing and future traffic from the POEs would result in a reduction in traffic at the POEs. As the volume of traffic is reduced, the likelihood of an impact (i.e., an increase in traffic volume that exceeds an identified threshold) is negligible. Therefore, no analysis was included as the project would be expected to reduce volumes at these POEs.

C21 The project's impacts were evaluated based upon the Circulation Element of the adopted Otay Mesa Community Plan.

C22 The additional lanes on the SR-905 and SR-125 are potential improvements to mitigate the project's contribution to cumulative impacts and restore LOS to acceptable levels for all traffic. The potential for HOV lanes on SR-905 is discussed in the original SR-905 Final EIR, certified July 30, 2004. In the event these improvements are not constructed the project's significant cumulative impact(s) would remain unmitigated.

C23 See Response to Comment C17.

C24 Comment noted.

STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY

EDMUND G. BROWN Jr., Governor

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October 27, 2011

11-SD-905  
PM 11.59

SD-TJ Cross-Border Terminal  
Re-circulated Draft Environmental Impact Report

Anna L. McPherson  
City of San Diego  
1222 First Avenue, MS-501  
San Diego, CA 92101

Dear Ms. McPherson:

Thank you for providing us with the opportunity to review and comment on the Re-circulated Draft Environmental Impact Report (DEIR) for the San Diego-Tijuana Cross Border Facility (CBF) project. The CBF project site is accessible from California's State Route 905 (SR-905)/Otay Mesa Road in the Otay Mesa Community within the City of San Diego. Caltrans has the following comments:

Project Mitigation Comments

This project will generate approximately 46,498 additional daily vehicle trips to the road network, yet not a single direct improvement is identified on SR-905, SR-125, I-805 or I-5. A project of this magnitude deserves further evaluation of potential solutions to traffic impacts to state transportation facilities.

The traffic analysis identifies in the Phase 1 condition the SR-125/Otay Mesa Road Northbound Ramp operating over capacity using the intersecting lane vehicle (ILV) procedure from the Caltrans Highway Design Manual (HDM). In addition, based on the Ramp Meter Analysis as identified in the City of San Diego's Traffic Impact Study Manual, the SR-125/Otay Mesa Road Northbound Ramp exceeds the acceptable delay and queue. This should constitute as a direct Phase 1 project impact. However, the DEIR traffic analysis does not identify any mitigation in the Phase 1 condition for the SR-125/Otay Mesa Road Northbound Ramp. Mitigation should be identified for this impact in the DEIR for the Phase 1 traffic condition.

It should be noted that the County of San Diego recently circulated for public review a large scale commercial development referred to as California Crossings in the County's EIR, and is located at the SR-125/Otay Mesa Road ramp intersection. Phase 1 and Phase 2 of the CBF project shows the SR-125/Otay Mesa Road ramps failing. Without any proposed implementation of mitigation by the CBF project, the impacts to these ramps will be intensified and exacerbated by the additional traffic proposed by the California Crossing development being approved within the County of San Diego's jurisdiction. Coordination between the City and County is recommended to address this issue.

The traffic analysis identifies in the Phase 2 condition the SR-125/Otay Mesa Road Northbound and

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D1 Comment noted. Please refer to responses to prior Caltrans comments C1 through C4.



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Southbound Ramps operating over capacity using the I.V procedure from the Caltrans HDM. In addition, based on the Ramp Meter Analysis as identified in the City of San Diego's Traffic Impact Study Manual, the SR-125/Otay Mesa Road Northbound and Southbound Ramps exceed the acceptable delay and queue. In addition, the Ramp Meter Analysis shows that the SR-905 Westbound Ramp at La Media Road also exceeds acceptable delay and queue. These impacts should constitute as direct Phase 2 project impacts. However, the DEIR refers to potential mitigation for these impacts only under the Build-Out condition. It should be noted that Caltrans will maintain freeway ramp meter rates as to maintain an acceptable traffic flow on the freeway mainline.

Overall, the potential impacts to SR-905 have not been appropriately analyzed and identified. In addition to not correctly identifying these direct impacts under the appropriate project condition, it is unclear whether the DEIR proposes actual mitigation for these impacts. Potential improvements are described in the DEIR; however, it also states that "no feasible improvements can restore the LOS to D or better". There is no discussion as to explain that "no feasible improvements can restore the LOS to D or better". If mitigation is not feasible, it needs to be provided and explained as to why it is not feasible.

The DEIR also defers direct impacts and calls for potential "fair-share" in the Build-Out condition, along with other impacts identified to state transportation facilities, but conversely describes that the "fair-share" contribution of the cost of the improvements shall only be made to the "extent feasible". The DEIR also does not disclose the methodology by which the "fair-share" calculations were derived. Fair share should also be identified for the SR-905/SR-125 interchange connector, as this component of the SR-905 Project is currently unfunded.

Therefore, it is the position of Caltrans that the DEIR fails to meet the California Environmental Quality Act (CEQA) requirements for mitigating impacts below a level of insignificance in that the DEIR does not correctly identify the appropriate project Phase the mitigation should be commenced; the DEIR does not appropriately differentiate a Direct versus Cumulative impact; and the DEIR is ambiguous as to how the actual mitigation will be implemented. In addition, with regards to the DEIR in what constitutes a valid finding of infeasibility; it is the lead agency's responsibility to determine whether a potential mitigation measure is direct, indirect, feasible or infeasible based on substantial evidence in the record, and that such mitigation is implemented within the appropriate time frame that the impact occurs. It is the position of our agency that the DEIR for the CBF project does not meet these CEQA requirements as it pertains to mitigation on state transportation facilities.

Traffic Analysis Comments

- Although the DEIR includes the proposed Otay Mesa East Port of Entry (POE) in the trip diversion analysis (5.2-16), the document does not include discussion of the potential impacts to commercial vehicle traffic generated by the proposed Otay Mesa East POE and SR 11. Please consider impacts to commercial traffic in the traffic analysis and mitigation measures.
- The DEIR should address potential impacts to existing and planned public and private transit services.

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D1  
cont.

D2

D3

D4

D2 Comment noted. Please refer to prior Caltrans comment C5.

D3 Comments noted. Please refer to responses to prior Caltrans comments C6 and C7.

D4 Comments noted. Please refer to responses to prior Caltrans comments C8 through C11.

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- Traffic numbers appear low at SR-905 ramps. In general, the presented volumes and level of service (LOS) are inconsistent with the Tier II draft EIR/EIS for SR-11 and the Otay Mesa East Port of Entry. Please explain.
- Trip distribution is confusing. It appears no trip assignments were provided to SR-905/Siempre Viva Road and SR-905/La Media Road. Please explain.
- Please define what hour of the day is the peak for the Otay Mesa Community. Additionally, how does the peak hour for Privately Owned Vehicles (POV) differ from Trucks? Please explain.
- Construction of the SR-905 freeway between I-805 and Britannia Boulevard will be completed in 2012. The DEIR should take into account all phases of SR-905. Please note that Otay Mesa Road may be relinquished back to the City of San Diego before the CBF project is completed.
- The traffic study mentions in several locations (including but not limited to Figure 19A) that volumes and operations for Build-Out are based on the City of San Diego's "Adopted" Community Plan for Otay Mesa. Per the City's currently "Adopted" Community Plan, there is no extension of La Media Road northerly into Chula Vista. In addition, per both the City's currently "Adopted" Community Plan and the proposed Otay Mesa Community Plan update (Modified scenario 3B), there is no extension of Siempre Viva Road to the west of Cactus Road that would tie into a southerly extension of Heritage Road (i.e., Heritage extended to the south, from Airway Road to Siempre Viva Road).
- Freeway mainline analysis should use 2000 vehicles/lane/hour for freeway mainline capacity, instead of using 2350 vehicles/lane/hour have not been addressed. Aux lanes should use a capacity of 1200-1400 vehicles/lane/hour, instead of 1800 vehicles/lane/hour as was used in the study.
- DEIR, Project Description, Section 3.3.1, page 3-8, SR-905 may be in construction at the same time as Phase 2 of the CBF project. Please note that if this is the case, there will need to be coordination on traffic control between these two projects.
- DEIR, Land Use, Table 5.5.1, page, 5.1-29, Policy ME-C.8 "c" is similar to Policy ME-C.9. Please clarify the difference between these two policies.
- DEIR, Transportation/Circulation, Table 5.2-7, page 5.2-15, Peak hour volumes (PHV) for all 3 phases appear low. Those provided range from 3-7% of average daily trips (ADT). This percentage should increase closer to 9-10% for freeway PHV and even higher for lower volume facilities.
- DEIR, Transportation/Circulation, Table 5.2-8, page 5.2-16, the numbers for estimated diverted trips are high. Please explain.

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- D5 Machine count data located in Appendix F of the traffic study indicates the peak hour for the Otay Mesa community occurs between 3:15 pm and 4:15 p.m. The peak hour of POVs differs from the peak hour of trucks by about one hour. The a.m. peak for trucks is slightly later than the peak hour of passenger vehicles and the p.m. peak for trucks is slightly earlier than the peak hour of passenger vehicles.
- D6 Comments noted. Please refer to responses to prior Caltrans comments C12 through C19.



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D6 cont.   
 • DEIR, Transportation/Circulation, page 5.2-16, the report states that for the baseline cumulative impacts beyond one intersection the project volumes were not subtracted from the model to be conservative. Please explain how this reasoning is conservative? Additionally, if these volumes are not subtracted, what are they being compared to? Please clarify.

D7   
 • Appendix J, Traffic Impact Study, Cumulative/Build-Out Scenario should be labeled with a year in the document including all Figures and Tables. Additionally, Existing year needs to be provided on all Figures and Tables.

D8   
 • Appendix J, Traffic Impact Study, pages 53-54, Figures 14A and 14B show Phase I ADT and Peak Hour Traffic Volumes and include SR-905 freeway. Specific to Britannia Boulevard, what methodology was used to determine the number of vehicles that would select SR-905 instead of Otay Mesa Road (NB left and right turns)? It appears the traffic volumes were split fairly even between the two east/west roadways. Please explain.

D9   
 • Appendix J, Traffic Impact Study, pages 53-54 and 62-63, Please explain the difference between Figure 14 A-B and Figure 15A-B? As illustrated, Figure 14A-B is prior to the CBF project (no year provided); therefore, what other developments are included to contribute to 8450 ADT, compared to 351 ADT on the existing 2009 count specific to the segment of Siempre Viva Road west of the CBF project? Please explain.

D10   
 • Appendix J, Traffic Impact Study, page 94, the study mentions that 30,701 trips would be diverted from the San Ysidro (I-5), Otay Mesa (SR-905), and Otay Mesa East (SR-11) ports of entry, but does not include any analysis of traffic volumes at those locations. Please explain.

D10   
 • Appendix J, Traffic Impact Study, page 159, there is confusion within the document regarding both the text discussion and traffic analysis of what street/highway network is in the currently "Adopted" Otay Mesa Community Plan, and what street/highway network is in the proposed Otay Mesa Community Plan update (Modified scenario 3B). Please clarify.

D10   
 • Appendix J, Traffic Impact Study, pages 166 & 168, reference is made to an additional lane on SR-905 and on SR-125 as being potential mitigation for the project's impacts to the State's freeway facilities. Per the latest draft of the SANDAG 2050 RTP, HOV lanes on SR-905 are not included in the 2050 Revenue Constrained project lists. Additional lanes on SR-125 are included in the Revenue Constrained project lists, but are not expected to be built until 2050.

D11   
 • Appendix J, Traffic Impact Study, page 170 the TIS states that the project generates 46,498 trips, with 2,291 (4.93%) in the AM peak hour and 2523 (5.43%) in the PM peak hour. Per the SANDAG "Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region" the AM and PM peak hour volumes as a percentage of the total daily volumes generated are low. Peak hour percentages for the specified project land uses would be estimated to range between 7%-12%. For example, in Phase 1, why is the PM peak traveling westbound at Britannia Boulevard/Siempre Viva Road 1.7% of the Average Daily Traffic (ADT)? The K Factor is 3.6% which is less than the average volumes for a 24-hour time frame. Please explain.

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D7 The Buildout Scenario is based on City's Series 11 forecast (as noted on page 5.9-16 of the EIR), which assumes a Year 2030 Revenue Constrained roadway network and buildout of the Adopted Otay Mesa Community Plan land uses. Existing year is based on traffic count data which were collected in 2009, as noted in Section 5.2 of the EIR and as labeled on Table C through Table F of the traffic impact study.

D8 The number of project trips that would use SR-905 freeway instead of Otay Mesa Road was determined based on the project's assumed distribution, the roadway infrastructure improvements that were assumed to be in place at Opening Day of Phase 1, and engineering judgment.

D9 Figures 14A and 14B in the traffic impact study illustrate the Phase 1 (without project) ADT and peak-hour traffic volumes. Figures 15A and 15B from the traffic impact study illustrate the Phase 1 Plus Project ADT and peak-hour traffic volumes. Phase 1 represents year 2012 conditions. The development (i.e., cumulative project) assumed in the Opening Day Scenario that would contribute to the growth in ADT along Siempre Viva Road is Siempre Viva Industrial Park (located on the north side of Siempre Viva Road just east of the proposed project site).

D10 Comment noted. Please refer to responses to prior Caltrans comments C20 through C22.

D11 Please refer to response to prior Caltrans comment C17 regarding the origin of the trip rates and distribution throughout the day used in this traffic impact study. The CBF trip rates (SDIA trip rates) are 2.001 ADT per passenger, 0.08 a.m. peak-hour trips per passenger (0.05 inbound and 0.03 outbound), and 0.08 p.m. peak-hour trips per passenger (0.04 inbound and 0.04 outbound). Based on 6,838 anticipated passengers, the Phase 1 project trip generation includes 13,683 ADT, 527 a.m. peak-hour trips (308 inbound and 219 outbound), and 533 p.m. peak-hour trips

Anna L. McPherson  
October 27, 2011  
Page 5

Any work performed within Caltrans Right of Way (R/W) will require an encroachment permit. Furthermore, the applicant's environmental document must include such work in their project description and indicate that an encroachment permit will be needed. As part of the encroachment permit process, the developer must provide appropriate environmental approval for potential environmental impacts to Caltrans R/W.

If you have any questions on the comments Caltrans has provided, please contact Anthony Aguirre of the Development Review Branch at (619) 688-3161.

Sincerely,



JACOB ARMSTRONG, Chief  
Development Review Branch

c: Ronald Saenz, Associate Regional Planner, SANDAG

*"Caltrans improves mobility across California"*

D12

D11 (260 inbound and 274 outbound), as shown in Table 5.2-7 in the EIR. cont. The peak-hour outbound volume (i.e., 274 westbound trips at Britannia Boulevard/Siempre Viva Road) represents 2 percent of the ADT (i.e., 13,683 ADT).

D12 Comment noted. Please refer to response to prior Caltrans comment C24.

STATE OF CALIFORNIA

Edmund G. Brown, Jr., Governor

**NATIVE AMERICAN HERITAGE COMMISSION**

915 CAPITOL MALL, ROOM 364  
SACRAMENTO, CA 95814  
(916) 653-6251  
Fax (916) 657-5390  
Web Site [www.nahc.ca.gov](http://www.nahc.ca.gov)  
ds\_nahc@pacbell.net



September 20, 2011

Ms. Anna L. McPherson, AICP

**City of San Diego Development Services Department**

**Land Development Review**

1222 First Avenue, M.S. 501  
San Diego, CA 92101

Re: SCH#2010021014; CEQA Notice of Completion; Recirculated draft Environmental Impact Report (REIR) for the "Otav-Tiajuana Cross Border Facility Development Project; (No. 169653) to improve access to and from the Tijuana International Airport;" located on 63.8-acres w. 2 miles east of the San Ysiro Port of Entry and 2.1 miles west of the Otav Mesa Port of Entry at the U.S.-Mexico International Boundary, San Diego County, California.

Dear Ms. McPherson:

The Native American Heritage Commission (NAHC), the State of California 'Trustee Agency' for the protection and preservation of Native American cultural resources pursuant to California Public Resources Code §21070 and affirmed by the Third Appellate Court in the case of EPIC v. Johnson (1985: 170 Cal App. 3<sup>rd</sup> 604). The NAHC wishes to comment on the proposed project.

This letter includes state and federal statutes relating to Native American historic properties of religious and cultural significance to American Indian tribes and interested Native American individuals as 'consulting parties' under both state and federal law. State law also addresses the freedom of Native American Religious Expression in Public Resources Code §5097.9.

The California Environmental Quality Act (CEQA – CA Public Resources Code 21000-21177, amendments effective 3/18/2010) requires that any project that causes a substantial adverse change in the significance of an historical resource, that includes archaeological resources, is a 'significant effect' requiring the preparation of an Environmental Impact Report (EIR) per the CEQA Guidelines defines a significant impact on the environment as 'a substantial, or potentially substantial, adverse change in any of physical conditions within an area affected by the proposed project, including ...objects of historic or aesthetic significance.' In order to comply with this provision, the lead agency is required to assess whether the project will have an adverse impact on these resources within the 'area of potential effect (APE), and if so, to mitigate that effect. The NAHC Sacred Lands File (SLF) search resulted as follows: **Native American cultural resources were not identified** within one-half mile of the 'area of potential effect (APE) based on the USGS coordinates provided. Note: the absence of recorded Native American cultural resources does not preclude their existence.

The NAHC "Sacred Sites," as defined by the Native American Heritage Commission and the California Legislature in California Public Resources Code §§5097.94(a) and 5097.96. Items in the NAHC Sacred Lands Inventory are confidential and exempt from the Public Records Act pursuant to California Government Code §6254 (r).

E1

E1 Comment noted. The City appreciates receiving confirmation from the NAHC that there are no Native American cultural resources within one-half mile of the APE, according to the Sacred lands file. This is consistent with the information presented in the Draft EIR.



Early consultation with Native American tribes in your area is the best way to avoid unanticipated discoveries of cultural resources or burial sites once a project is underway. Culturally affiliated tribes and individuals may have knowledge of the religious and cultural significance of the historic properties in the project area (e.g. APE). We strongly urge that you make contact with the list of Native American Contacts on the attached list of Native American contacts, to see if your proposed project might impact Native American cultural resources and to obtain their recommendations concerning the proposed project. Pursuant to CA Public Resources Code § 5097.95, the NAHC requests that the Native American consulting parties be provided pertinent project information. Consultation with Native American communities is also a matter of environmental justice as defined by California Government Code §65040.12(e). Pursuant to CA Public Resources Code §5097.95, the NAHC requests that pertinent project information be provided consulting tribal parties. The NAHC recommends *avoidance* as defined by CEQA Guidelines §15370(a) to pursuing a project that would damage or destroy Native American cultural resources and Section 2183.2 that requires documentation, data recovery of cultural resources.

Consultation with tribes and interested Native American consulting parties, on the NAHC list, should be conducted in compliance with the requirements of federal NEPA and Section 106 and 4(f) of federal NHPA (16 U.S.C. 470 *et seq.*, 36 CFR Part 800.3 (f) (2) & .5, the President's Council on Environmental Quality (CSQ, 42 U.S.C 4371 *et seq.*, and NAGPRA (25 U.S.C. 3001-3013) as appropriate. The 1992 *Secretary of the Interiors Standards for the Treatment of Historic Properties* were revised so that they could be applied to all historic resource types included in the National Register of Historic Places and including cultural landscapes. Also, federal Executive Orders Nos. 11593 (preservation of cultural environment), 13175 (coordination & consultation) and 13007 (Sacred Sites) are helpful, supportive guides for Section 106 consultation. The aforementioned Secretary of the Interior's *Standards* include recommendations for all 'lead agencies' to consider the historic context of proposed projects and to "research" the cultural landscape that might include the 'area of potential effect.'

Confidentiality of "historic properties of religious and cultural significance" should also be considered as protected by California Government Code §6254( r) and may also be protected under Section 304 of the NHPA or at the Secretary of the Interior discretion if not eligible for listing on the National Register of Historic Places. The Secretary may also be advised by the federal Indian Religious Freedom Act (cf. 42 U.S.C., 1996) in issuing a decision on whether or not to disclose items of religious and/or cultural significance identified in or near the APEs and possibility threatened by proposed project activity.

Furthermore, Public Resources Code Section 5097.98, California Government Code §27491 and Health & Safety Code Section 7050.5 provide for provisions for accidentally discovered archeological resources during construction and mandate the processes to be followed in the event of an accidental discovery of any human remains in a project location other than a 'dedicated cemetery'.

To be effective, consultation on specific projects must be the result of an ongoing relationship between Native American tribes and lead agencies, project proponents and their contractors, in the opinion of the NAHC. Regarding tribal consultation, a relationship built around regular meetings and informal involvement with local tribes will lead to more qualitative consultation tribal input on specific projects.

E2 The Native American community and its representatives have been contacted regarding the proposed project on several occasions, as discussed in Section 7.4 of the EIR. Most recently, they received a Notice of Preparation (NOP) in December 2010 to notify them that an EIR was being prepared and notices that the EIR was out for public review. In addition, a Section 106 Consultation was conducted between the U.S. State Department and the State Historic Preservation Office (SHPO) in 2010 as part of the NEPA process on the Cross Border Facility. No responses have been received from local tribes throughout these processes.

E3 Because the site is previously graded and the off-site traffic improvements are proposed in areas that would have "no significant effects to cultural resources," there is no potential for the accidental discovery of human remains, as stated in Section 7.4 of the EIR.

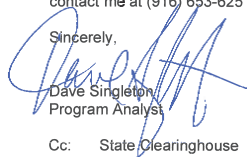
E4 Comment noted.

COMMENTS

RESPONSES

If you have any questions about this response to your request, please do not hesitate to contact me at (916) 653-6251.

Sincerely,



Dave Singleton  
Program Analyst

Cc: State Clearinghouse

Attachment: Native American Contact List

COMMENTS

RESPONSES

**Native American Contacts**

San Diego County  
September 20, 2011

Barona Group of the Capitan Grande  
Edwin Romero, Chairperson  
1095 Barona Road Diegueno  
Lakeside , CA 92040  
sue@barona-nsn.gov  
(619) 443-6612  
619-443-0681

Sycuan Band of the Kumeyaay Nation  
Danny Tucker, Chairperson  
5459 Sycuan Road Diegueno/Kumeyaay  
El Cajon , CA 92021  
ssilva@sycuan-nsn.gov  
619 445-2613  
619 445-1927 Fax

La Posta Band of Mission Indians  
Gwendolyn Parada, Chairperson  
PO Box 1120 Diegueno/Kumeyaay  
Boulevard , CA 91905  
gparada@lapostacasino.  
(619) 478-2113  
619-478-2125

Viejas Band of Kumeyaay Indians  
Anthony R. Pico, Chairperson  
PO Box 908 Diegueno/Kumeyaay  
Alpine , CA 91903  
jrothau@viejas-nsn.gov  
(619) 445-3810  
(619) 445-5337 Fax

San Pasqual Band of Mission Indians  
Allen E. Lawson, Chairperson  
PO Box 365 Diegueno  
Valley Center, CA 92082  
allenl@sanpasqualband.com  
(760) 749-3200  
(760) 749-3876 Fax

Kumeyaay Cultural Historic Committee  
Ron Christman  
56 Viejas Grade Road Diegueno/Kumeyaay  
Alpine , CA 92001  
(619) 445-0385

lipay Nation of Santa Ysabel  
Virgil Perez, Spokesman  
PO Box 130 Diegueno  
Santa Ysabel, CA 92070  
brandietaylor@yahoo.com  
(760) 765-0845  
(760) 765-0320 Fax

Campo Kumeyaay Nation  
Monique LaChappa, Chairperson  
36190 Church Road, Suite 1 Diegueno/Kumeyaay  
Campo , CA 91906  
**(619) 478-9046**  
miachappa@campo-nsn.gov  
(619) 478-5818 Fax

This list is current only as of the date of this document.  
Distribution of this list does not relieve any person of the statutory responsibility as defined in Section 7050.5 of the Health and Safety Code,  
Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is applicable for contacting local Native Americans with regard to cultural resources for the proposed  
SCH#2010021014; CEQA Notice of Completion; Recirculated draft Environmental Impact Report (REIR) for the Otay-Tijuana Cross Border Facility  
Development Project; located on 63.8-acres between the San Ysidro and Otay Ports of Entry (POEs) in southern San Diego County on the U.S. - Mexico  
border; California.

COMMENTS

RESPONSES

**Native American Contacts**  
San Diego County  
September 20, 2011

Jamul Indian Village  
Kenneth Meza, Chairperson  
P.O. Box 612 Diegueno/Kumeyaay  
Jamul, CA 91935  
**jamulrez@sctdv.net**  
(619) 669-4785  
(619) 669-48178 - Fax

Inaja Band of Mission Indians  
Rebecca Osuna, Spokesperson  
2005 S. Escondido Blvd. Diegueno  
Escondido, CA 92025  
(760) 737-7628  
(760) 747-8568 Fax

Mesa Grande Band of Mission Indians  
Mark Romero, Chairperson  
P.O. Box 270 Diegueno  
Santa Ysabel, CA 92070  
mesagrandeband@msn.com  
(760) 782-3818  
(760) 782-9092 Fax

Kumeyaay Cultural Repatriation Committee  
Steve Banegas, Spokesperson  
1095 Barona Road Diegueno/Kumeyaay  
Lakeside, CA 92040  
(619) 742-5587 - cell  
(619) 742-5587  
(619) 443-0681 FAX

Kumeyaay Cultural Heritage Preservation  
Paul Cuero  
36190 Church Road, Suite 5 Diegueno/ Kumeyaay  
Campo, CA 91906  
(619) 478-9046  
(619) 478-9505  
(619) 478-5818 Fax

Ewiiapaayp Tribal Office  
Will Micklin, Executive Director  
4054 Willows Road Diegueno/Kumeyaay  
Alpine, CA 91901  
wmicklin@leaningrock.net  
(619) 445-6315 - voice  
(619) 445-9126 - fax

Kwaaymii Laguna Band of Mission Indians  
Carmen Lucas  
P.O. Box 775 Diegueno -  
Pine Valley, CA 91962  
(619) 709-4207

Ewiiapaayp Tribal Office  
Michael Garcia, Vice Chairperson  
4054 Willows Road Diegueno/Kumeyaay  
Alpine, CA 91901  
michaalg@leaningrock.net  
(619) 445-6315 - voice  
(619) 445-9126 - fax

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Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

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SSCH#2010021014; CEQA Notice of Completion; Recirculated draft Environmental Impact Report (REIR) for the Otay-Tijuana Cross Border Facility  
Development Project; located on 63.8-acres between the San Ysidro and Otay Ports of Entry (POEs) in southern San Diego County on the U.S. - Mexico  
Border; California.

## COMMENTS

## RESPONSES

### Native American Contacts San Diego County September 20, 2011

Ipai Nation of Santa Ysabel  
Clint Linton, Director of Cultural Resources  
P.O. Box 507 Diegueno/Kumeyaay  
Santa Ysabel, CA 92070  
cjlinton73@aol.com  
(760) 803-5694  
cjlinton73@aol.com

Kumeyaay Cultural Repatriation Committee  
Bernice Paipa, Vice Spokesperson  
P.O. Box 1120 Diegueno/Kumeyaay  
Boulevard, CA 91905  
(619) 478-2113

Manzanita Band of the Kumeyaay Nation  
Leroy J. Elliott, Chairperson  
P.O. Box 1302 Diegueno/Kumeyaay  
Boulevard, CA 91905  
(619) 766-4930  
(619) 766-4957 - FAX

Kumeyaay Diegueno Land Conservancy  
M. Louis Guassac  
P.O. Box 1992 Diegueno/Kumeyaay  
Alpine, CA 91903  
guassac@onebox.com  
(619) 952-8430

Inter-Tribal Cultural Resource Council  
Frank Brown, Coordinator  
240 Brown Road Diegueno/Kumeyaay  
Alpine, CA 91901  
FIREFIGHTER69TFF@AOL.  
COM  
((619) 884-8437

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of the statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is applicable for contacting local Native Americans with regard to cultural resources for the proposed SSCH#2018021014; CEQA Notice of Completion; Recirculated draft Environmental Impact Report (REIR) for the Otay-Tijuana Cross Border Facility Development Project; located on 63.8-acres between the San Ysidro and Otay Ports of Entry (POEs) in southern San Diego County on the U.S. - Mexico Border, California.

CARLO FROMMER, Chair  
 JAMES C. GHELMETTI, Vice Chair  
 BOB ALVARADO  
 CARLOS ARSEMI  
 YVONNE B. BURKE  
 LUCETTA DUNN  
 JAMES EARF  
 CARL GUARDINO  
 TAMI HANSEN  
 JOSEPH LAVASAGNONE  
 SENATOR MARK CESALUIGNI, Ex Officio  
 ASSEMBLY MEMBER BONNIE LOWENTHAL, Ex Officio  
 BIMLA G. RHINEHART, Executive Director



STATE OF CALIFORNIA  
 EDMUND G. BROWN Jr., Governor

**CALIFORNIA TRANSPORTATION COMMISSION**

1120 N STREET, MS-52  
 SACRAMENTO, CA 95814  
 P. O. BOX 942873  
 SACRAMENTO, CA 94273-0001  
 FAX (916) 653-2134  
 (916) 654-4245  
<http://www.catc.ca.gov>

October 12, 2011

Ms. Anna McPherson  
 Environmental Planner  
 City of San Diego Development Services Center  
 1222 First Avenue, MS 501  
 San Diego, CA 92101

RE: Recirculated Draft Environmental Impact Report- Otay/Tijuana Cross Border Facility Project

Dear Ms. McPherson,

The Commission received the Recirculated Draft Environmental Impact Report (RDEIR) prepared by the City of San Diego Development Services Department for the Otay/Tijuana Cross Border Facility Project in San Diego County.

The Commission has no comments with respect to the project's purpose and need, the alternatives to be studied, the impacts to be evaluated and the evaluation methods to be used. If, in the future, funds or other actions under the purview of the Commission are anticipated, please ensure that notification is provided to the Commission as a Responsible Agency. Consideration of environmental impacts of a project are required prior to the Commission's allocation of funds for design, right of way or construction activities as well as for new public road connections and route adoptions.

If you have any questions, please contact Kandra Hester-Del Bianco at (916) 653-7121.

Sincerely,

BIMLA G. RHINEHART  
 Executive Director

c: Jay Norvell, Chief, Caltrans Environmental Analysis

F1 Comment noted.

F1



Matthew Rodriguez  
Secretary for  
Environmental Protection



Department of Toxic Substances Control

Deborah O. Raphael, Director  
5796 Corporate Avenue  
Cypress, California 90630



Edmund G. Brown Jr.  
Governor

October 19, 2011

Ms. Anna McPherson, AICP  
City of San Diego  
1222 First Avenue, MS-501  
San Diego, California 92101

NOTICE OF AVAILABILITY OF A RECIRCULATED DRAFT ENVIRONMENTAL  
IMPACT REPORT FOR THE OTAY-TIJUANA CROSS BORDER FACILITY  
DEVELOPMENT PROJECT, (SCH#2010121014), SAN DIEGO COUNTY

Dear Ms. McPherson:

The Department of Toxic Substances Control (DTSC) has received your submitted re-circulated draft Environmental Impact Report (EIR) for the above-mentioned project. The following project description is stated in your document: "The project is proposed on a 63.8-acre graded, level site located immediately adjacent to the U.S.-Mexico International border in San Diego County, California, along with four off-site roadway improvement areas proposed to encompass traffic mitigation. The project site is under the local jurisdiction of the City and situated in the community of Olay Mesa, approximately 3.2 miles east of the San Ysidro Port of Entry (POE) and 2.1 miles west of the Olay Mesa POE. The project is a re-subdivision of the property through the filing of a Vesting Tentative Map and request for a Community Plan Amendment (CPA), Planned Development Permit (PDP), and Site Development Permit (SDP) to allow the development of a 95,000 square foot (SF) Cross Border Facility (CBF), a 772,000 SF parking structure, and up to 706,000 SF of industrial office/warehouse uses".

Based on the review of the submitted document DTSC has the following comments:

- 1) DTSC provided comments on the project Notice of Preparation (NOP) on January 6, 2011 and on project draft EIR on August 9, 2011; some of those comments have been addressed in the submitted re-circulated draft EIR. Please ensure that all those comments will be addressed in the final Environmental Impact Report.
- 2) DTSC can provide cleanup oversight through an Environmental Oversight Agreement (EOA) for government agencies that are not responsible parties, or a Voluntary Cleanup Agreement (VCA) for private parties. For additional information on the EOA or VCA, please see

G1 Comment noted. Please refer to response to DTSC comment B1.

G2 Comment noted; no clean-up is anticipated at this time.

COMMENTS

RESPONSES

Ms. Anna McPherson  
October 19, 2011  
Page 2

[www.dtsc.ca.gov/SiteCleanup/Brownfields](http://www.dtsc.ca.gov/SiteCleanup/Brownfields), or contact Ms. Maryam Tasnif-Abbasi, DTSC's Voluntary Cleanup Coordinator, at (714) 484-5489.

- 3) Also, in future CEQA document, please provide your e-mail address, so DTSC can send you the comments both electronically and by mail.

If you have any questions regarding this letter, please contact Rafiq Ahmed, Project Manager, at [rahmed@dtsc.ca.gov](mailto:rahmed@dtsc.ca.gov), or by phone at (714) 484-5491

Sincerely,



Greg Holmes  
Unit Chief  
Brownfields and Environmental Restoration Program

cc: Governor's Office of Planning and Research  
State Clearinghouse  
P.O. Box 3044  
Sacramento, California 95812-3044  
[state.clearinghouse@opr.ca.gov](mailto:state.clearinghouse@opr.ca.gov)

CEQA Tracking Center  
Department of Toxic Substances Control  
Office of Environmental Planning and Analysis  
P.O. Box 806  
Sacramento, California 95812  
Attn: Nancy Ritter  
[nritter@dtsc.ca.gov](mailto:nritter@dtsc.ca.gov)

CEQA # 3354

G3 Refer to response to DTSC comment B3.





U. S. Fish and Wildlife Service  
 Carlsbad Fish and Wildlife Office  
 6010 Hidden Valley Road, Suite 101  
 Carlsbad, California 92011  
 (760) 431-9440  
 FAX (760) 431-5902



California Department of Fish and Game  
 South Coast Region  
 3883 Ruffin Road  
 San Diego, California 92123  
 (858) 467-4201  
 FAX (858) 467-4299

In Reply Refer To:  
 FWS/CDFG-SDG- 12B0026-12TA0032

OCT 28 2011

Ms. Anna McPherson  
 City of San Diego  
 Development Services Department  
 1222 First Avenue, MS 501  
 San Diego, California 92101-4155

Subject: Comments on the Recirculated Draft Environmental Impact Report for the San Diego – Tijuana Airport Cross Border Facility (Project No. 169653, SCH No. 2010121014)

Dear Ms. McPherson:

The U.S. Fish and Wildlife Service (Service) and California Department of Fish and Game (Department), collectively the Wildlife Agencies, have reviewed the September 2011 Recirculated Draft Environmental Impact Report (RDEIR) for the San Diego - Tijuana Airport Cross Border Facility; we received the RDEIR on September 13. The Department commented on the Notice of Preparation for the DEIR in a letter dated January 3, 2011, and on the DEIR in a letter dated August 15, 2011. In response to the Wildlife Agencies' request, the City extended the public comment period for the RDEIR from October 27 to close of business on October 28. We appreciate the extension.

The primary concern and mandate of the Service is the protection of 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 with jurisdiction over natural resources affected by the project (California Environmental Quality Act [CEQA] Guidelines §15386) and as a Responsible Agency under CEQA Guidelines Section 15381 over those aspects of the proposed project that come under the purview of the California Endangered Species Act (Fish and Game Code §2050 et seq.) and Fish and Game Code Section 1600 et seq. The Department also administers the Natural Community Conservation Planning Program (NCCP). The City of San Diego (City) participates in the NCCP Program by implementing its approved Multiple Species Conservation Program (MSCP) Subarea Plan (SAP).

The 63.8-acre Cross Border Facility (CBF) Project site is located adjacent to the U.S. – Mexico International border southwest of Siempre Viva Road (at the cross-street of Otay Pacific Drive) and east of Britannia Boulevard. The CBF would serve the Tijuana Airport passenger terminal in Mexico, approximately 500 feet south of the project site.

H1

H1 Responses to the Department's prior letter are provided in responses to comments A1 through A7.

H2

H2 Comment noted.

Ms. Anna McPherson FWS/CDFG-SDG- 12B0026-12TA0032

2

In this letter, the Wildlife Agencies address only the new information provided in the RDEIR regarding the proposed off-site road improvements discussed in the RDEIR. However, we request that the City's response to comments received on the DEIR and RDEIR address both the comments in the Department's August 15, 2011, letter and our comments in this letter.

We offer the comments and recommendations in the enclosure to assist the City in avoiding or minimizing potential biological impacts from the off-site road improvements discussed in the RDEIR. Parenthetical references to page numbers do not necessarily include all the pages in the RDEIR providing the cited information.

We appreciate the opportunity to comment on this RDEIR. We are hopeful that further coordination with us will ensure the protection we find necessary for the biological resources that would be affected by this project. If you have questions or comments regarding this letter, please contact Libby Lucas of the Department (858) 467-4230 or Patrick Gower of the Service (760) 431-9440.

Sincerely,



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



Stephen M. Juarez  
Environmental Program Manager  
California Department of Fish and Game

Enclosures (2)

cc (by electronic mail only):  
State Clearinghouse  
Jeanne Krosch, City of San Diego, MSCP  
Susan Wynn, U.S. Fish and Wildlife Service

H3

H3 As noted above under response to comment H1, responses to the August 15, 2011 letter are provided in responses to comments A1 through A7.

ENCLOSURE

**Wildlife Agencies' Comments and Recommendations on the Recirculated Draft Environmental Impact Report, City of San Diego**

The Wildlife Agencies offer the following comments and recommendations to assist the City in avoiding, minimizing, and mitigating potential impacts resulting from implementation of the Otay-Tijuana Cross Border Facility Development Project.

H4

1. The Department's August 15, 2011, letter on the DEIR, provided comments on the proposed measures to avoid, minimize, and mitigate for impacts on burrowing owls (*Athene cunicularia*; BUOW) from the activities on the Project site. We appreciate that the RDEIR changed Bio-1 as we requested to include all construction activity (e.g., deploying or moving construction equipment), not just clearing and grading, relative to the timing of the pre-construction BUOW surveys. The following comments #2 through #6 address the proposed measures in the RDEIR for impacts on BUOW from the Phase 1 off-site road improvements (page 5.9-24-5.9-25).

H5

2. Bio-5 requires pre-construction BUOW surveys prior to issuance of grading permits and only for the improvement along Otay Mesa Road (Tra-17).

a. We request that the timing of the pre-construction surveys be changed in the final EIR (FEIR) to be consistent with Bio-1 and Bio-3 (i.e., no more than 30 days prior to initiation of construction-related activities).

b. We request that the FEIR apply Bio-5 to all the off-site road improvements within or adjacent to areas where there may be BUOW. We understand that, during the BUOW surveys conducted in the summer of 2011, BUOWs were observed only along this improvement area. However, because BUOW move around on the Mesa (in part because of ongoing development activities), it is important to reassess their potential presence prior to construction activities in order to ensure avoiding take of BUOW.

c. We request that the FEIR require that the letter report for the pre-construction surveys be submitted to the Wildlife Agencies as well as to the City's Mitigation Monitoring Coordinator.

H6

3. Bio-3a and Bio-3b (page 5.9-24) address how to treat the presence of BUOW on the Project site footprint depicted on Exhibit A outside and inside of the BUOW breeding season, respectively. Our understanding is that Exhibit A does not include the off-site road improvements. Therefore, we request that the FEIR include similar measures for the off-site road improvements. The counterpart to Bio-3b should encompass BUOW-occupied burrows within 300 feet of the construction activities.

H7

4. For the Phase 1 off-site road improvements, Bio-4a (, page 5.9-24) requires losses of non-native grassland (NNG) not occupied by BUOW be mitigated at a 0.5:1 ratio and allows

H4 Comment noted. Please refer below to responses to comments H5 through H9 regarding the mitigation measures applicable to burrowing owl impacts from off-site road improvements.

H5 With regard to the timing of the preconstruction surveys, Bio-5 in the Draft EIR calls for pre-construction surveys "pursuant to the scope and methodology described above under Bio-3," which indicates that the surveys will be conducted "no more than 30 days prior to initiation of clearing and grading (and related activities such as equipment access or equipment material staging." No change is necessary since the timing of the survey is clear in the existing mitigation language.

In response to this comment, the City has expanded the pre-construction survey requirement to all off-site traffic mitigation improvements that would impact owl-suitable habitat. Revisions have been made to Mitigation Measure Bio-5 in the Final EIR to reflect this change. If owls are discovered within the disturbance area for the off-site improvements during the pre-construction surveys, passive or active relocation would be conducted in accordance with Bio-3.

With regard to reporting, the City is responsible for ensuring that the applicant implements the Mitigation, Monitoring, and Reporting Program (MMRP) for this project. Pursuant to the City procedures, all pre-construction survey reports will be submitted to the Mitigation Monitoring Coordinator (MMC) assigned to the project. Measure Bio-3 has been revised in the Final EIR to require the MMC to provide a copy of the pre-construction survey report to the Wildlife Agencies for informational purposes. Regular distribution of survey data to the Wildlife Agencies could also become a part of the implementation program for the forthcoming Burrowing Owl Strategy.

COMMENTS

RESPONSES

Ms. Anna McPherson FWS/CDFG-SDG-12B0026-12TA0032

Enclosure 1 2

H7 cont.

payment into the City’s Habitat Acquisition Fund (HAF) for such mitigation. Given the sensitive status of the BUOW on Otay Mesa and the need to optimize the potential for this species to persist on the Mesa, we request that the FEIR instead require that such losses be mitigated as described in comment #5, with the exception of the ratio.

5. For the Phase 1 off-site road improvements, Bio -4b (, page 5.9-25) requires that losses of BUOW-occupied NNG be mitigated at a 1:1 ratio through preservation and/or habitat restoration/enhancement of “owl-occupied” habitat or a contribution to a BUOW restoration effort in the Otay Mesa vicinity with prior approval of the City and the Wildlife Agencies.

a. Though the balance of the mitigation requirement elaborates on this, please change “owl-occupied” habitat to “owl-occupied or owl-suitable” habitat in the FEIR.

b. In the FEIR, please add clarification (*e.g.*, a parenthetical reference to) that the placement of artificial burrows may constitute restoration/enhancement.

c. Based on the Bio 4-b language, we assume that this mitigation requirement precludes the possibility of payment into the HAF, and instead requires that any monetary mitigation would be dedicated solely to BUOW on Otay Mesa. If this is not the intent, please modify the measure in the FEIR to clarify that it is the intent.

d. To facilitate the implementation of this mitigation requirement, we recommend that the FEIR specify that the City establish a dedicated endowment at a qualified financial institution. The Wildlife Agencies will discuss this further with the City during the preparation of the City’s forthcoming Burrowing Owl Strategy.

e. While restoration/enhancement of already preserved habitat (or as partial satisfaction of an in-lieu preservation component of mitigation) will be acceptable in some cases, please note that the loss of habitat on Otay Mesa is the primary reason for the sensitivity status of the BUOW there. Because of this and the fact that funding for restoration/enhancement of BUOW-suitable habitat is more readily available from other sources than is funding for acquisition of habitat on Otay Mesa, the Wildlife Agencies will likely favor preservation of habitat.

H8

6. The measures in the RDEIR to compensate for losses of NNG from off-site road improvements during Phase 2 and beyond are the same as for NNG losses from Phase 1. In addition, because the off-site road improvements beyond Phase 1 are projected to result in losses of NNG in the Multi-Habitat Planning Area (MHPA, the designated preserve area for the MSCP), the RDEIR also specifies that mitigation for such losses would be at a 1.5:1 ratio. Again, we request that the FEIR omit the option of a payment into the HAF and instead require that such losses be mitigated as described in comment #5, with the exception of the ratio.

H9

H6 It is correct that Exhibit A pertains to the on-site improvements allowed under the proposed PDP. In response to this comment, a revision has been made to Bio-5 in the Final EIR which clarifies that if owls are present within the off-site improvement areas, the procedures for passively or actively relocating the owls specified in Bio-3a (outside the breeding season) and Bio-3b (within the breeding season) would be implemented.

H7 Comment noted; please refer to response to comment H8 which addresses the City’s Habitat Acquisition Fund.

H8a The Wildlife Agency’s request to change the term “owl-occupied” to “owl-suitable” in Bio-4b would eliminate the distinction between mitigation for occupied and non-occupied non-native grassland (which may be suitable but not occupied). This change would not comply with the City’s Biology Guidelines for non-occupied non-native grassland which allows impacts to be mitigated at a 0.5:1 ratio (as noted above in comment H7) versus the 1:1 mitigation ratio for occupied habitat. As such, this change will not be made in the Final EIR.

H8b A parenthetical statement suggested in this comment has been added to Bio-4b which clarifies that “...this mitigation requirement shall be met through preservation or habitat restoration/enhancement (e.g. placement of artificial burrows) of owl-occupied habitat or contribution to an owl restoration effort in the Otay Mesa vicinity...”

H8c Mitigation Measure Bio-4b requires that the mitigation be dedicated solely to resources in the Otay Mesa vicinity because it mitigates for impacts to occupied habitat. Please note that the measure further states that the Wildlife Agencies would approve any restoration plan related to providing suitable burrowing owl habitat. This measure does not permit payment into the HAF. As such, no change has been made in the Final EIR.

H8d With regard to establishing a dedicated endowment, as noted in the Wildlife Agencies letter, the City will discuss this strategy further with the Wildlife Agencies as part of its on-going dialogue on the forthcoming Burrowing Owl Strategy. However, the option to pay into a dedicated endowment fund has been added to the relevant mitigation measures. Mitigation Measure Bio-4 should such an endowment fund be established. No change to the Final EIR is appropriate at this time.



COMMENTS

RESPONSES

Ms. Anna McPherson FWS/CDFG-SDG-12B0026-12TA0032 Enclosure 1 3

- H10 7. In addition to the change requested above regarding the HAF, please remove all mention of the HAF (as an option for mitigation for losses of BUOW-suitable or BUOW-occupied habitat) throughout the FEIR, including the Section 15, the Mitigation, Monitoring, and Reporting Program.
- H11 8. Please include in the FEIR mitigation measures for all Project Phases acknowledging that, on a case-by-case basis, losses of BUOW-occupied Tier IV habitat (e.g., disturbed/agriculture) from the off-site road improvements may require mitigation consistent with the measures described elsewhere in the document.
- H12 9. The FEIR should include a table that summarizes the vegetation communities found within the Phase 1 off-site road improvements and the proposed impacts to these communities.
- H13 10. The Service wishes to advise the City that the proposed project may impact the federally listed San Diego fairy shrimp. The J 20 and J 21 vernal pool complexes occur on the parcels to the east of the project site, and these complexes are known to be occupied by the San Diego fairy shrimp. Both vernal pool complexes are located within a drainage system that could be impacted by runoff from the project. The FEIR should include an analysis of the potential impacts that could occur to these vernal pool complexes and the San Diego fairy shrimp. Any impacts to the San Diego fairy shrimp should be evaluated under section 7 or 10 the Act.
- H14 11. According to the DSEIR (pages 3-7 and 5.9-9-*Biological Resources*), Phase 1 of the Project and the proposed Project-related Site Development Permit (SDP) would include the improvements of the following off-site road segments:
  - a. Siempre Viva Road between Otay Pacific Drive (a road internal to the Project site) and Britannia Boulevard, which would encompass 0.94 acre adjacent to Siempre Viva Road (Tra-3);
  - b. Siempre Viva Road between Otay Pacific Drive and Las Californias Drive (two roads internal to the Project site), which would encompass 0.48 acre adjacent to Siempre Viva Road (Tra-12);
  - c. Britannia Boulevard between Airway Road and Siempre Viva Road from a four-lane major to a six-lane major, which would encompass 3.75 acres adjacent to Britannia Boulevard (Tra-6/21); and
  - d. Otay Mesa Road between SR-905 southbound ramp and La Media Road, which would encompass 2.2 acres adjacent to Otay Mesa Road (Tra-17).

Of the impacts cited above, the impacts to sensitive habitats would be 2.6 acres of non-native grassland, 0.03 acre of southern willow scrub, 0.02 acre of freshwater marsh, and 0.04 acre of disturbed wetland (RDEIR page 5.9-18). It is because of these impacts on

- H8e The City acknowledges that the Wildlife Agencies prefer funding be directed toward habitat acquisition over restoration/enhancement of preserved land and will take that into consideration when drafting the forthcoming Burrowing Owl Strategy.
- H9 Until the Burrowing Owl Strategy is drafted, the City will continue to allow applicants to contribute to the Habitat Acquisition Fund for impacts to unoccupied non-native grassland. Impacts to occupied non-native grassland would be mitigated consistent with the approach taken in Bio-4b.
- H10 As noted above in responses to comments H8 and H9, the City cannot eliminate the use of the Habitat Acquisition Fund for the proposed project but will consider alternative mitigation approaches for impacts to burrowing owl on Otay Mesa as part of its Burrowing Owl Strategy.
- H11 Implementation of the four proposed off-site traffic improvements, for which the applicant is requesting a SDP, would collectively impact 2.6 acres of non-native grassland, 0.02 acre of freshwater marsh, 0.03 acre of southern willow scrub and 0.04 acre of disturbed wetland, as stated on page 5.9-8 of the EIR. A table presenting the anticipated sensitive habitat impacts for each of these off-site traffic improvement measures is provided below. The actual extent of impacts for the other off-site traffic measures would be determined once grading plans are developed for those improvements and SDPs are requested.

Off Site Traffic Improvement Sensitive Habitat Impacts					
	<i>Tra-3</i>	<i>Tra-12</i>	<i>Tra-6/23</i>	<i>Tra-17</i>	<i>Totals</i>
Non-native grassland	0.85	0.48	0.38	0.89	2.60
Freshwater marsh	0.02	0.0	0.0	0.0	0.02
Southern willow scrub	0.03	0.0	0.0	0.0	0.03
Disturbed wetland	0.04	0.0	0.0	0.0	0.04

COMMENTS

RESPONSES

Ms. Anna McPherson FWS/CDFG-SDG-12B0026-12TA0032 Enclosure 1 4

- H14 cont. Environmentally Sensitive Lands (ESL) and because of impacts on BUOW from some improvements that Phase 1 requires the SDP.
- H15 It is not clear why the preceding list excludes some of the other Phase 1 off-site road improvements whose implementation appears to have the potential for direct or indirect impacts on biological resources (including BUOW even if they were not observed during the surveys conducted during the summer of 2011). For example, please explain in the FEIR why the following off-site road improvements (RDEIR pages 5.2-59-5.2-60) are not on the preceding list or add them to it:
- e. Britannia Boulevard/Otay Mesa Road intersection (Tra-1) – DSEIR does not provide acreage affected, if any;
  - f. Britannia Boulevard between SR-905 and Airway Road (Tra-5) - DSEIR does not provide acreage affected, if any; and
  - g. Heritage Road-Otay Valley Road between Avenida del la Vistas and the Otay Mesa Road (Tra-8) - DSEIR does not provide acreage affected, if any.
- H16 12. Of the off-site road improvements “e” through “g” in comment #11, we are particularly concerned about the proposed widening of Heritage Road-Otay Valley Road between Avenida del la Vistas and the Otay Mesa Road (Tra-8), which the RDEIR (pages 5.2-60 and 5.2-63) indicates would require extensive grading due to the existing topography. Enclosure 2 to this letter depicts the location of this road improvement. It is adjacent to, and might encroach into, the City’s MHPA. Given that this is a Phase 1 road improvement with potential to affect ESLs, the FEIR should further analyze the potential impacts and apply appropriate mitigation to it.
- H17 13. The biological analysis in the RDEIR (Section 5.9) provides a list (page 5.9-10) of 17 off-site road improvements beyond Phase 1 that would require subsequent SDPs because of their impacts on ESLs (including vernal pools) and/or BUOW. The RDEIR then provides mitigation measures (pages 5.9-25 – 5.9-26) only for these 17 off-site road improvements should SDPs be requested for them. It is unclear why and it seems inappropriate that the list excludes certain off-site road improvements that would directly or indirectly negatively affect biological resources, including BUOW. For example, it appears that the following off-site road improvements (RDEIR pages 5.2-62, 5.2-66, and 5.2-67) should be on the list:
- a. improvements to Heritage Road-Otay Valley Road between Avenida del la Vistas and the Otay Mesa Road (Tra-24, Tra-64);
  - b. Siempre Viva Road between La Media Road and the Project site (Tra-49);
  - c. Airway Road between Cactus Road and Heritage Road (Tra-53);
  - d. Otay Mesa Road between the SR-125 southbound ramp and La Media Road; and

- H12 Implementation of the four off-site traffic improvements that the applicant is requesting a SDP for would collectively impact 2.6 acres of non-native grassland, 0.02 acre of freshwater marsh, 0.03 acre of southern willow scrub and 0.04 acre of disturbed wetland, as noted on page 5.9-8 of the EIR. The actual extent of impacts for the other off-site traffic measures would be determined once grading plans are developed for those improvements and SDPs are requested.
- H13 The project site was graded and drainage improvements and best management practices (BMPs), such as sedimentation basins and a detention basin, were installed before the applicant acquired the property. As described in the Project Hydrology Study contained in Appendix H to the EIR, development of the site with the proposed project would produce less runoff than the industrial uses originally planned on site and that runoff would continue to travel south and north within the existing drainage structures and not affect properties to the east where the vernal pool complexes occur. Therefore, no affects to the watershed or the San Diego fairy shrimp that inhabit those complexes would occur; no consultation with the Service is needed.
- H14 Phase 1 road improvements proposed for implementation by the project applicant occur along road segments a through c in this comment were included and analyzed as part of the project. Phase 2 road improvements along Otay Mesa Road (Tra-17) would be implemented in the future were also included and analyzed as part of the project.. The City concurs with the Wildlife Agencies that the SDP is required for impacts to ESL and burrowing owls.
- H15 Although other traffic measures are identified in Section 5.2 of the EIR, they were excluded from detailed analysis it was determined that they are economically and/or socially infeasible for the project applicant to implement as part of the proposed project. If the required improvements are implemented in the future, subsequent environmental review and permits would be required.

Specific to the locations noted in this comment, however: 1) installation of a northbound right-turn lane at the intersection of Britannia Boulevard/ Otay Mesa Road (Tra-1) would not impact ESL as the southeast corner is developed; 2) Tra-5 would require the widening of the eastern side of

e. La Media Road between Lonestar Road and Otay Mesa Road (Tra-57).

Of these off-site road improvements, we are particularly concerned about the proposed widening of La Media Road between Lonestar Road and Otay Mesa Road to an eight lane primary road. This area of Otay Mesa is critical to the persistence of BUOW on the Mesa, both on land that is already conserved for BUOW and vernal pools [designated critical habitat for the San Diego fairy shrimp (*Branchinecta sandiegonensis*) and Riverside fairy shrimp (*Streptocephalus woottoni*)] is adjacent to this segment of La Media Road) and on land that is not. If our understanding that the City of Chula Vista has proposed removal of La Media Road from its circulation element is correct, please explain in the FEIR the inclusion in this road improvement or omit it from the FEIR.

In addition, please explain in the FEIR why the other cited off-site road improvements (and any others that might directly or indirectly negatively affect biological resources) are not on the list or add them to it.

14. The RDEIR addresses the off-site road improvements beyond Phase 1 programmatically, indicating that such improvements would require subsequent CEQA analysis and SDPs (page 5.9-21). While this programmatic approach is acceptable under CEQA, it is important to benefit from its advantages, namely the following two advantages:

- a. ensure consideration of cumulative impacts that might be slighted in a case-by-case analysis; and
- b. allow the lead agency to consider broad policy alternatives and program wide mitigation measures at an early time when the agency has greater flexibility to deal with basic problems or cumulative impacts (Section 15168 of the CEQA Guidelines, emphasis added).

During the ongoing discussions between the City and Wildlife Agencies regarding the Vernal Pool Habitat Conservation Plan (HCP), the need has come up for thorough analyses of the projected road improvements on Otay Mesa relative to impacts on vernal pools, and the need for a holistic approach in the HCP to compensate for these impacts. We believe that the forthcoming Burrowing Owl Strategy should take the same approach for BUOWs and BUOW-suitable habitat. But, until the Burrowing Owl Strategy is finalized, it is essential that the City optimize the above two advantages of the programmatic approach as they might apply to compensation for cumulative impacts on BUOW from the off-site road improvements. Therefore, we request that the City now (*i.e.*, “early time”) include in the FEIR measures to address these cumulative impacts. Specifically, we recommend that the FEIR (a) explicitly disallow contributions to the HAF to compensate for losses of BUOW-suitable habitat; (b) discuss the need to consider all the proposed road improvements on Otay Mesa holistically and design mitigation measures accordingly; and (c) apply to the beyond-Phase 1 road improvements the measures for the Phase 1 off-site road improvements (Bio 4 – Bio-7) edited as we have requested in comments #2 through #6.

H15 cont. Britannia Boulevard between SR-905 and Airway Road which is also developed; and 3) widening to Heritage Road would occur between Otay Mesa Road to just north of Datsun Street where developed land occurs. Improvements beyond this point are not proposed by the applicant and, therefore, a SDP is not requested and impact acreages were not provided in the EIR.

H16 As noted in response to comment H15 and in Figure 5.2-10 in the EIR, full widening improvements to the segment of Heritage Road would result in grading impacts that could extent into the MHPA. The applicant is proposing to partially mitigate the impact by widening only the southern segment of the roadway. A SDP would not be required by the City to implement the southerly improvements since the area adjacent to that segment of Heritage Road is developed. The City acknowledges that improvements to the northern section of road would require a SDP and subsequent environmental review should they be proposed in the future.

H17 As noted above in response to comments H15 and H16, SDPs were only proposed by the applicant for certain off-site traffic measures that were deemed feasible based on economics at the time the EIR was prepared. As noted in response to comment H16, full improvements to Heritage Road (Tra-24 and Tra-64) will not be implemented at this time. Refer to response to comment H16 regarding partial improvements to Heritage Road. With regard to three of the measures listed in this comment, the applicant will be required to contribute financially to the cost of extending Siempre Viva Road (Tra-49), the cost of widening Airway Road (Tra-53) and the cost of widening La Media Road (Tra-57) through payment of FBA fees, but the physical improvement will only be required to mitigate for cumulative impacts in the future as part of the community plan buildout. Improvements to Otay Mesa Road (Tra-17) are listed on page 5.9-9, are analyzed in detail on pages 5.9-19 to 5.9-20, and are expressly mentioned in Bio-4 and Bio-5 on pages 5.9-24 and 5.9-25 of the EIR.

Although it is the City’s understanding that Chula Vista has proposed (but not completed) removing La Media Road from its Circulation Element, the road segment still exists in the Adopted Otay Mesa Community Plan and must be assumed in the analysis of cumulative traffic impacts in the City. No change to the Final EIR is appropriate at this time.

H17 cont.

H18

COMMENTS

RESPONSES

Ms. Anna McPherson FWS/CDFG-SDG-12B0026-12TA0032

Enclosure 1

6

H19

15. The RDEIR (page 5.9-20) concludes that an improvement of Otay Mesa Road (Tra-96) which crosses the MHPA is not anticipated to affect sensitive resources because the traversed area within the MHPA is mapped as agriculture. In the FEIR, please modify this text and other similar text throughout the RDEIR to acknowledge that Tier IV habitat can support BUOW and to reflect the possibility that loss of BUOW-occupied Tier IV habitat would require mitigation.

H17 Although other traffic measures are identified in Section 5.2 of the cont. EIR, they were excluded from detailed analysis because they were economically infeasible.

H18 The programmatic analysis contained in the EIR is specific to the off-site road locations where the proposed project would cause either direct or cumulative impacts. It is by no means a comprehensive review of all road improvements that could occur on Otay Mesa during community buildout. Therefore, it is not appropriate for this EIR to address the cumulative impacts of all potential road improvements on vernal pools and burrowing owls. A comprehensive cumulative analysis would be more appropriately contained in a policy-level analysis of the Community Plan Update EIR that is currently in preparation.

As noted above in responses to comments H8 through H10, the City cannot eliminate the use of the Habitat Acquisition Fund for the proposed project but will consider alternative mitigation approaches for impacts to burrowing owl on Otay Mesa as part of its Burrowing Owl Strategy.

H19 Although widening of Otay Mesa Road to an eight-lane primary road is recommended in Tra-96, it was determined that such an improvement would conflict with the goals and objectives of the General Plan and Community Plan and the mitigation is not feasible. Impacts to sensitive resources in the MHPA would, therefore, not occur.



Ms. Anna McPherson FWS/CDTC-SDG-12B0026-12TA0032 Enclosure 2





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August 15, 2011

File Number 3330300

Ms. Anna McPherson  
City of San Diego Development Services Department  
1222 First Avenue  
MS 501  
San Diego, CA 92101-4155

Dear Ms. McPherson:

SUBJECT: Otay-Tijuana Cross Border Facility Development Project Draft Environmental Impact Report

Thank you for the opportunity to review and comment on the Otay-Tijuana Cross Border Facility Development Project Draft Environmental Impact Report (DEIR). Our comments, which are based on policies included in the Regional Comprehensive Plan (RCP) and the 2050 Regional Transportation Plan (2050 RTP), are submitted from a regional perspective emphasizing the need for land use and transportation coordination and implementation of smart growth principles. Please note that the San Diego Association of Governments (SANDAG) is currently developing the 2050 RTP.

SANDAG supports the project concept as it would help alleviate congestion at the San Ysidro and Otay Mesa Ports of Entry (POE) and provide another option for international flight destinations to and from the region. However, SANDAG has identified a number of issues that should be addressed and analyzed in the Final EIR. These are outlined below:

**Transportation**

- Although the DEIR includes the proposed Otay Mesa East POE in the trip diversion analysis (5.2-16), the document does not include discussion of the potential impacts to commercial vehicle traffic generated by the proposed Otay Mesa East POE and State Route (SR) 11. Please consider impacts to commercial traffic in the traffic analysis and mitigation measures.
- The DEIR does not sufficiently consider impacts to commercial truck traffic seeking access to the existing Otay Mesa POE; for example along La Media Road, mitigation to address potential impacts to commercial traffic should be addressed. Please add a narrative about how that may impact the truck route.

MEMBER AGENCIES

- Cities of Carlsbad, Chula Vista, Coronado, Del Mar, El Cajon, Encinitas, Escondido, Imperial Beach, La Mesa, Lemon Grove, National City, Oceanside, Poway, San Diego, San Marcos, 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

I1 Comment noted.

I2 Refer to Response to Caltrans Comment C8..

I3 The TIA proposes mitigation to address potential impacts to commercial truck traffic seeking access to the existing Otay Mesa POE. La Media Road is currently used by commercial trucks accessing the Otay Mesa POE and this commercial truck traffic was included in the baseline count data used to determine direct project impacts. Mitigation for the project's direct impacts to La Media Road is provided in Tra-2, Tra-11, Tra-18, and Tra-19 (refer to pages 59-63 of the EIR). The EIR identifies that Tra-18 and Tra-19 would be implemented, to the extent feasible.

COMMENTS

RESPONSES

I4

- For impacts identified for SR 905, SR 125, and Interstate 805, and for most of the impacts identified for La Media Road (South of SR 905), the DEIR states that the project shall contribute its fair share of the cost of the proposed improvements, to the extent feasible, and it identifies percentages of the project applicant's fair share for each measure. However, there is no information on the methodology or criteria that will be used to determine the project's fair share of the costs.

I4 Refer to response to Caltrans comment C6. The City's fair-share calculation method used for the project is as follows: (Horizon Year With Project Volume – Horizon Without Project Volume) / (Horizon Year With Project Volume – Existing Volume).

I5

- For the mitigation measures of impacts of Phase II to segments of La Media Road (between SR 905 and Airway Road, and between Airway Road and Siempre Viva Road), the DEIR determines that the improvement would be economically infeasible since the scope of the improvements would trigger the need for extensive drainage improvements and secondary environmental mitigations. Given that La Media Road is part of the regional arterial system, SANDAG encourages the City of San Diego to work with the project applicant to ensure that the project makes its fair share contribution toward implementation of the identified mitigation measures.

I5 Comment noted.

Transit

The following transit-related comments were included in the SANDAG Notice of Preparation (NOP) comment letter dated February 15, 2011:

The traffic analysis should address potential impacts to existing and planned public and private transit by identifying the transit mode share (bus and light rail) as a share of total project trips, existing and planned transit stop locations within/adjacent to the proposed project including the provision of an intermodal transit facility on this site. **The intermodal transit facility should be sited with front door access to the Cross Border Facility with enough room for four transit bays (two for public transit and two for private shuttles) including bus shelters.** This would advance the 2030 Regional Transportation Plan's multimodal approach to meeting regional transportation needs. It should also consider opportunities to improve the local street network for transit vehicles through the use of transit priority measures.

The above comments were not adequately addressed, per section (See 5.2-74) of the DEIR, which included the following statement:

San Diego Association of Governments (SANDAG) does not show any plans to provide transit routes to the proposed project. No plans are provided in the April 2011 draft 2050 Regional Transportation Plan (RTP).

Please address the comments from the SANDAG NOP letter noted above, in addition to the following points:

- The provision of transit for this project is not solely based on transit routes identified in the 2050 RTP. Only major corridor projects such as light-rail transit (LRT) and Bus Rapid Transit (BRT) lines are identified in the 2050 RTP. Local bus service is provided for in the Short Range Transit Plan. This is a five-year implementation plan that governs the provision of local bus services. Given the location of the Cross Border Facility, local bus service that has connections with the LRT and BRT at other locations could be provided. This connection is also identified in the draft Airport Multimodal Accessibility Plan (AMAP), released by SANDAG on July 24, 2011. The Cross Border Facility has the potential to generate large numbers of employees and travelers who will access the airport from this site. As such, the

I6 Provision for future transit service to the proposed Cross Border Facility is shown on the site plan for the CBF (refer to Figure 3-3) and discussed under Issue 6 in Section 5.2 of the Recirculated Draft EIR, September 2011. All roadways leading to the project are designed to City standards, which accommodate passenger cars, all-duty trucks, and transit vehicles. No future plans for transit service are identified in any adopted SANDAG plan for transit service at the CBF. Therefore, no transit mode split has been identified. As indicated in the Recirculated Draft EIR, September 2011, plans for the proposed Cross Border Facility promote the accommodation for future transit service in the vicinity of the project.

I7

I7 Refer to Response to Comment I6.

COMMENTS

RESPONSES

provision of transit facilities is needed to provide the users of this facility a choice of travel mode and to optimize transit use.

- The Draft Airport Multimodal Accessibility Plan (AMAP) includes a proposed dedicated express bus route from Escondido to the Cross Boarder Facility via I-15. This bus route is included in the Draft 2050 RTP, and would be funded either from private or aviation sources.
- The 2050 RTP contains goals of sustainability, greenhouse gas reduction, and the provision of modal choice. Local and regional bus service is instrumental in meeting these goals.

In the interim, if you have any questions, please feel free to contact me at (619) 699-1944 or ccl@sandag.org.

Sincerely,



COLEEN CLEMENTSON  
Principal Planner

CCL/RSA/kca

I7 cont. [ ]  
I8 [ ]  
I8 Comment noted.



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October 24, 2011

File Number 3330300

Ms. Anna McPherson  
City of San Diego Development Services Department  
1222 First Avenue  
MS 501  
San Diego, CA, 92101-4155

Dear Ms. McPherson:

SUBJECT: Otay-Tijuana Cross Border Facility Development Project Revised  
Draft Environmental Impact Report

Thank you for the opportunity to review and comment on the Otay-Tijuana Cross Border Facility Development Project revised Draft Environmental Impact Report (DEIR). Our comments, which are based on policies included in the Regional Comprehensive Plan and the Draft 2050 Regional Transportation Plan (2050 RTP), are submitted from a regional perspective, emphasizing the need for land use and transportation coordination and implementation of smart growth principles. Please note that the San Diego Association of Governments (SANDAG) is currently developing the 2050 RTP.

SANDAG supports the project concept as it would help alleviate congestion at the San Ysidro and Otay Mesa Ports of Entry (POE), and provide another option for international flight destinations to and from the region. However, SANDAG has identified a number of issues included in its last comment letter dated August 15, 2011, (Exhibit 1) that still need to be addressed in the revised DEIR.

These are outlined below:

**Transportation**

- Although the DEIR includes the proposed Otay Mesa East POE in the trip diversion analysis (5.2-16), the document does not include discussion of the potential impacts to commercial vehicle traffic generated by the proposed Otay Mesa East POE and State Route (SR) 11. Please consider impacts to commercial traffic in the traffic analysis and mitigation measures.
- The DEIR does not sufficiently consider impacts to commercial truck traffic seeking access to the existing Otay Mesa POE; for example, along La Media Road, mitigation to address potential impacts to commercial traffic should be addressed. Please add a narrative about how that may impact the truck route.

MEMBER AGENCIES

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- Carlsbad
- Chula Vista
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- El Cajon
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- Escondido
- Imperial Beach
- La Mesa
- Lemon Grove
- National City
- Oceanside
- Poway
- San Diego
- San Marcos
- 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

J1 Comment noted.

J1

- For impacts identified for SR 905, SR 125 and Interstate 805 (I-805), and for most of the impacts identified for La Media Road (South of SR 905), the DEIR states that the project shall contribute its fair share of the cost of the proposed improvements, to the extent feasible, and it identifies percentages of the project applicant's fair share for each measure. However, there is no information on the methodology or criteria that will be used to determine the project's fair share of the costs.
- For the mitigation measures of impacts of Phase II to segments of La Media Road (between SR 905 and Airway Road, and between Airway Road and Siempre Viva Road), the DEIR determines that the improvement would be economically infeasible since the scope of the improvements would trigger the need for extensive drainage improvements and secondary environmental mitigations. Given that La Media Road is part of the regional arterial system, SANDAG encourages the City of San Diego to work with the project applicant to ensure that the project makes its fair share contribution toward implementation of the identified mitigation measures.

**Transit**

The following transit-related comments were included in the SANDAG Notice of Preparation (NOP) comment letter dated February 15, 2011:

*The traffic analysis should address potential impacts to existing and planned public and private transit by identifying the transit mode share (bus and light rail) as a share of total project trips, existing and planned transit stop locations within/adjacent to the proposed project including the provision of an intermodal transit facility on this site. **The intermodal transit facility should be sited with front door access to the Cross Border Facility with enough room for four transit bays (two for public transit and two for private shuttles) including bus shelters.** This would advance the 2030 Regional Transportation Plan's multimodal approach to meeting regional transportation needs. It should also consider opportunities to improve the local street network for transit vehicles through the use of transit priority measures.*

The above comments were not adequately addressed, per section (See 5.2-74) of the DEIR, which included the following statement:

*The San Diego Association of Governments (SANDAG) does not show any plans to provide transit routes to the proposed project. No plans are provided in the April 2011 draft 2050 Regional Transportation Plan (RTP).*

Please address the comments from the SANDAG NOP letter noted above, in addition to the following points:

- The provision of transit for this project is not solely based on transit routes identified in the 2050 RTP. Only major corridor projects such as light-rail transit (LRT) and Bus Rapid Transit (BRT) lines are identified in the 2050 RTP. Local bus service is provided for in the Short Range Transit Plan. This is a five-year implementation plan that governs the provision of local bus services. Given the location of the Cross Border Facility, local bus service that has connections with the LRT and BRT at other locations could be provided. This connection is also identified in the Draft Airport Multimodal Accessibility Plan (AMAP), released by SANDAG on July 24, 2011. The Cross

J1  
cont.

COMMENTS

RESPONSES

J1  
cont.

Border Facility has the potential to generate large numbers of employees and travelers who will access the airport from this site. As such, the provision of transit facilities is needed to provide the users of this facility a choice of travel mode and to optimize transit use.

- The AMAP includes a proposed dedicated express bus route from Escondido to the Cross Border Facility via I-15. This bus route is included in the 2050 RTP, and would be funded either from private or aviation sources.
- The 2050 RTP contains goals of sustainability, greenhouse gas reduction, and the provision of modal choice. Local and regional bus service is instrumental in meeting these goals.

In addition, please also consider the following multimodal transportation analysis discussion below.

J2

The 2050 RTP sets forth a multimodal approach to meeting the region's transportation needs. As such, we recommend that the traffic analysis for the Otay-Tijuana Cross Border Facility Development Project's corresponding revised DEIR strive to balance the needs of motorists, transit riders, pedestrians, and bicyclists. The Regional Multimodal Transportation Analysis, adopted by the SANDAG Board on October 14, 2011, is another tool that may be used to enhance traffic impact analysis of development projects where use by transit, bicycle, and/or pedestrians is anticipated. This new tool is available online at: [www.sandag.org/igr](http://www.sandag.org/igr).

In the interim, if you have any questions, please feel free to contact me at (619) 699-1944 or [ccl@sandag.org](mailto:ccl@sandag.org).

Sincerely,



COLEEN CLEMENTSON  
Principal Planner

RSA/CLE/kca

Enclosure: August 15, 2011, Comment Letter on the Otay-Tijuana Cross Border Facility Development Project DEIR

J2

The traffic analysis for the Otay-Tijuana Cross Border Facility was initiated prior to the release of the Draft 2050 RTP (and its adoption last month) and the Regional Multimodal Transportation Analysis tool. However, the traffic analysis for the proposed project includes provision to balance the needs of motorists, transit riders, pedestrians and bicyclists. The facility includes an arterial and local street system (including necessary mitigation measures) to accommodate passenger car traffic and transit vehicles. The facility has been designed with parking, drop off and staging/layover for transit vehicles and shuttles. Internal roadways and parkways will permit bicycle traffic and pedestrians. Pedestrian movements are considered and given priority in the design of access to the facility from the parking facilities and other adjacent parcels.



San Diego's Voice for  
Binational Business

**South County Economic Development Council**

August 5, 2011

Ms. Anna McPherson  
Environmental Planner  
City of San Diego Development Services Center  
1222 First Avenue, MS 501  
San Diego, CA 92101

Dear Ms. McPherson,

It is my pleasure to write this letter in support of the Otay-Tijuana Cross Border Facility (CBF), Project No. 169653/SCH No. 2010121014. The South County Economic Development Council (SCEDC) has enthusiastically advocated for this facility since helping to develop the initial concept, and we are eager to see the project come to fruition.

SCEDC and its members work diligently to achieve positive economic impacts for our region, and we know first-hand the tremendous benefits of improving and increasing travel and trade between the United States and Mexico. Business in San Diego is directly affected every day by limited airline and flight options for passengers. Inadequate commercial cargo capacity restricts access to distribution networks further putting our businesses at a competitive disadvantage. Border crossing delays are exacerbated by avoidable vehicle and pedestrian travelers. The CBF will help diminish the loss of jobs and productivity attributable to border delays and will have related positive environmental effects from reductions in exhaust pollutants.

SCEDC is confident this project will have a significant and transformative effect on our regional economy. According to the American Community Survey 2005-2009 unemployment figures, Otay Mesa suffers from high unemployment with half of its census tracts above the national average and several areas reaching upwards of 11% unemployment. Nearby City of National City unemployment rates paint a grimmer regional picture with tracts reaching up to 16%. The CBF will create much needed jobs and opportunities to an increasingly stagnant job market and will serve as a valuable business attraction tool.

On August 1, 2011 SCEDC and the Otay Mesa Chamber of Commerce held an open forum for our members. Approximately 50 people attended this event and had the opportunity to provide comments and ask questions about CBF project.

1111 Bay Blvd, Suite E • Chula Vista, CA 91911  
(619) 424-5143 • Fax (619) 424-5738  
[www.SouthCountyEDC.com](http://www.SouthCountyEDC.com)

- Board of Directors
- Allied Waste Services
- AT&T
- Brown Marketing Strategies
- City of Chula Vista
- City of Coronado
- City of Imperial Beach
- City of National City
- City of San Diego
- County of San Diego
- Cox Communications
- DETTAC
- GEOLON
- Giffuria
- J. Simms Agency
- McCauc ChryslerJeepDodge
- McMillin Companies
- O.A.P. Packaging
- Pacific Western Bank
- Project Design Consultants
- PSAR
- SANDAG
- San Diego National Bank
- San Diego Regional Chamber
- S.D. Unified Port District
- San Ysidro Health Center
- Scripps Mercy Hospital
- Scott Atvey Communications
- Security Business Bank
- Scmpira
- Sharp Hospital
- Solidus Property
- Southbay Expressway
- Southwestern College
- Southwest Strategies, LLC
- SWCHSD
- The Paul Company
- Tijuana CDT
- Tijuana DETTAC
- Union Bank

K1

K2

K1 Comment noted.

K2 The economic losses associated with border congestion and the economic benefits to the region of the proposed project are noted in the growth inducement discussion in Section 10.0 of the Draft EIR.



COMMENTS

RESPONSES

August 5, 2011  
Ms. Anna McPherson  
Environmental Planner  
City of San Diego Development Services Center

had the opportunity to provide comments and ask questions about CBF project. Comments and questions were all positive focusing primarily on the CBF's planned physical appearance and how to do business on the project during and after the construction phase. This further shows the economic benefit the CBF project is expected to create.

On behalf of the South County EDC Board of Directors we urge you to approve the CBF as an important addition to our nation's infrastructure that will deliver huge economic benefits through an innovative, safe, secure, and efficient solution.

Sincerely,  


Cindy Gompper-Graves  
Chief Executive Officer

K3 Comment noted.

**BRIGGS LAW CORPORATION**

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814 Morena Boulevard, Suite 107  
San Diego, CA 92110*

*Telephone: 619-497-0021  
Facsimile: 619-515-6410*

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*BLC File(s): 1007.30*

12 August 2011

Anna McPherson  
Environmental Planner  
City of San Diego Development Services Center  
122 First Avenue, MS 501  
San Diego, CA 92101  
DSDEAS@san Diego.gov

**RECEIVED**

**AUG 1 2 2011**

**Development Services**

Re: Project no. 169653 (Otay-Tijuana Cross Border Facility)

Dear Ms. McPherson:

On behalf of CREED-21, I am writing to submit comments on the proposed Otay-Tijuana Cross Border Facility and provide evidence on the attached DVD for your consideration and for inclusion in the administrative record. CREED-21 is a non-profit, social-advocacy organization.

There is a substantial amount of evidence that supports the conclusion that the Project will have a significant greenhouse gas emission and climate change impact. *See generally* GHG Exhibits. An alternative that reduces the Project's greenhouse gas emissions and climate change impact to a level of insignificance should be considered. In addition, this impact should be mitigated to a level of insignificance. There are several feasible mitigation measures that can be implemented to reduce the Project's greenhouse gas emissions that should be considered. In addition, CREED-21 is concerned about the ability of supplying water to the Project. *See generally* Water Exhibits.

Thank you for your attention to this matter.

Sincerely,

BRIGGS LAW CORPORATION



Mekaela M. Gladden

Attachment & DVD

2011/08/12 11:48 AM



L1  
L2  
L3

- L1 Comment noted. The City is unable to determine the exact nature of CREED's comments on the adequacy of the Draft EIR, because CREED's two paragraph letter provides only objections to the project's greenhouse gas emissions analysis and water supply analysis without specifying how the proposed project's analysis is deficient. The letter refers only to a DVD with thousands of pages of documents about the general topics of global warming and water supply. No further analysis is included in the letter to tie the general topic discussion to the CBF development project.
- L2 A greenhouse gas emission (and climate change) analysis was prepared on the proposed project as part of the CEQA process. A technical report was provided in Appendix B to the EIR and a summary of that technical appendix is contained in Section 5.5 of the Draft EIR. A complete greenhouse gas emissions inventory was prepared on the proposed project (refer to Tables 5.5-1 and 5.5-2). As shown in the technical report and Draft EIR (in particular in Table 5.5-3), the proposed project would achieve a 29.96 percent reduction in operational (or long-term) greenhouse gas emissions, consistent with the goals of Assembly Bill (AB) 32, and would not result in a significant impact. Therefore, no mitigation is required.

COMMENTS

RESPONSES

**INDEX OF EXHIBITS**  
 Otay-Tijuana Cross Border Facility  
 Project no. 169653

Exhibit	Description	DATE
<b>Greenhouse Gas Emissions</b>		
GHG1	Assembly Bill No. 32	September 27, 2006
GHG2	"Not too late to save the polar bear," Center for Biological Diversity Report	October 17, 2007
GHG3	Arctic Sea Ice Data	Not Identified
GHG4	"The California Environmental Quality Act: On the Front Lines of California's Fight Against Global Warming," Center for Biological Diversity Report	September 2007
GHG5	"Our Changing Climate: Assessing the Risks to California"	Not identified
GHG6	The Copenhagen Diagnosis	November 2009
GHG7	Negotiated Resolution of Grow Victorville Smart v. City of Victorville, et al. (San Bernardino County Superior Court, Case No. CIVBS 801001)	February 2010
GHG8	Negotiated Resolution of Citizens for Responsible Equitable Environmental Development v. City of Lake Forest, et al. (Orange County Superior Court, Case No. 30-2009-00290385)	April 2010
GHG9	Negotiated Resolution of Citizens for Responsible Equitable Environmental Development v. City of San Bernardino, et al. (San Bernardino County Superior Court, Case No. CIVDS 918169)	May 25, 2010
GHG10	Negotiated Resolution of Grow Victorville Smart v. City of Victorville, et al. (San Bernardino County Superior Court, Case No. CIVBS 800801)	February 2010
GHG11	"Other Direct Greenhouse Gases-CFCs"	Not identified
GHG12	EPA Victoria, Worksheet for Calculating GHGs from Refrigerants	February 2009
GHG13	Climate Change Scoping Plan	December 2008

L3 A Water Supply Assessment (WSA) was prepared on the proposed project as part of the CEQA process and is contained in Appendix D to the EIR and summarized in Section 5.8 of the Draft EIR. The WSA was prepared at the City's request and the December 2010 WSA was approved by the Otay Water District (OWD) Board at the February 2, 2011 Board Meeting (refer to correspondence contained in Appendix D to the EIR). It was the conclusion of OWD that "sufficient water supplies are planned for and are intended to be available to serve the project site over the next 20 years."

COMMENTS

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GHG14	CAPCOA, "CEQA and Climate Change-Evaluating and Addressing Greenhouse Gas Emissions from Projects Subject to CEQA"	January 2008
GHG15	San Jose Business Journal "Big-Box Retailers Tap California's Sun Power for Stores"	October 5, 2007
GHG16	San Jose Business Journal "More Solar in Store for California Big-Box Retailers"	June 15, 2007
GHG17	Journal Sentinel, "Khol's to go Solar in California"	April 26, 2007
GHG18	Kohl's Press Release, "Khol's Opens 59 <sup>th</sup> California Solar Location at New Point West Store in Sacramento"	September 30, 2009
GHG19	Wal-Mart Press Release: "Wal-Mart Announces the Completion of Apple Valley Distribution Center Solar Project"	January 18, 2010
GHG20	Wal-Mart Press Release: "Wal-Mart to Nearly Double Solar Energy Use in California"	April 22, 2009
GHG21	"Target Begins Solar Power Rollout"	April 30, 2007
GHG22	Frequently Asked Questions Regarding Renewable Energy Credits	Not identified
GHG23	Examples of solar parking lots	Not identified
GHG24	"EPA Helps Supermarkets Save Money, Reduce Greenhouse Gases"	August 6, 2009
GHG25	Attorney General, "The California Environmental Quality Act Addressing Global Impacts at the Local Agency Levels"	May 2008
GHG26	Sunedison Named for Wal-Mart's Solar Power Pilot Project	May 7, 2007
GHG27	Letter to Honorable Ronald O. Loveridge and City Council Members from Richard Lawrence, John Clarke, Cory J. Briggs, and Jack Yeh Regarding Negotiated Resolution of Riverside Citizens for Smart Growth v. City of Riverside et al.	February 16, 2010

COMMENTS

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GHG28	Letter to Honorable Daryl Busch and City Council Members from Matthew Vespa, John Clarke, John McClendon, and Jack Yeh Regarding Negotiated Resolution of Center for Biological Diversity v. City of Perris et al.	February 2010
GHG29	Press release regarding settlement reached	March 2010
GHG30	Office of Planning and Research, "CEQA and Climate Change: Addressing Climate Change Through California Environmental Quality Act (CEQA) Review"	June 19, 2008
GHG31	Scoping Plan Measures Implementation Timeline	October 28, 2010
GHG32	Office of the Governor Press Release, Schwarzenegger Signs Legislation to Complete Million Solar Roofs Plan	October 21, 2006
GHG33	Stationary Equipment Refrigerant Management Program	November 12, 2010
GHG34	"Addressing Climate Change at the Project Level"	January 6, 2010
GHG35	"Quantifying Greenhouse Gas Mitigation Measures-A Resource for Local Government to Assess Emission Reductions from Greenhouse Gas Mitigation Measures"	August 2010
GHG36	Executive Order S-3-05	June 1, 2005
GHG37	"Local Government's Role in Responding to Climate Change in California"	May 9, 2009
GHG38	IPCC Working Group 1	Not identified
GHG39	IPCC Working Group 2	Not identified
GHG40	IPCC Working Group 3	Not identified
GHG41	National snow and ice data	October 19, 2007
GHG42	"Arctic sea ice decline: Faster than forecast"	2007
GHG43	"Working 9 to 5 on Climate Change: An Office Guide"	December 2002
GHG44	California Climate Action Registry: General Reporting Protocol	March 2007

COMMENTS

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GHG45	Guidelines for Quantifying GHG Reductions from Grid-Connected Electricity Projects	Not identified
GHG46	The GHG Protocol for Project Accounting	Not identified
GHG47	The Greenhouse Gas Protocol: A Corporate Accounting and Reporting Standard	Not identified
GHG48	The Greenhouse Gas Protocol: Designing a Customized Greenhouse Gas Calculation Tool	Not identified
GHG49	California Climate Action Registry General Reporting Protocol	January 2009
GHG50	The Greenhouse Gas Protocol: The GHG Protocol and Project Accounting	Not identified
GHG51	The Greenhouse Gas Protocol: A Corporate Accounting and Reporting Standard	Not identified
GHG52	The Greenhouse Gas Protocol: Designing a Customized Greenhouse Gas Calculation Tool	Not identified
GHG53	San Diego County Greenhouse Gas Inventory: An Analysis of Regional Emissions and Strategies to Achieve AB 32 Targets-Waste Report	September 2008
<b>WATER</b>		
WATER1	Executive Order S-06-08	June 4, 2008
WATER2	Los Angeles Times, "Water Shortage Worst in Decades, Official Says"	May 2, 2008
WATER3	Notice to State Water Project Contractors	October 29, 2008
WATER4	The State Water Project Delivery Reliability Report 2007	December 2007
WATER5	Colorado River Basin Water Supply and Demand Study: Executive Summary	June 2011
WATER6	Colorado River Basin Water Supply and Demand Study: Status Report	June 2011
WATER7	Colorado River Basin Water Supply and Demand Study: Technical Report A-Scenario Development	June 2011
WATER8	Colorado River Basin Water Supply and Demand Study: Technical Report B-Water Supply Assessment	June 2011

COMMENTS

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WATER9	Colorado River Basin Water Supply and Demand Study: Technical Report C-Water Demand Assessment	June 2011
WATER10	Colorado River Basin Water Supply and Demand Study: Technical Report D-System Reliability Metrics	June 2011
WATER11	Pacific Institute, "Water Not, Want Not: The Potential for Urban Water Conservation in California"	November 2003
WATER12	Managing an Uncertain Future	2009
WATER13	The State of Climate Change Science for Water Resource Operations, Planning, and Management	January 2009
WATER14	Using Future Climate Projections to Support Water Resources Decision Making in California	August 2009
WATER15	Waterless Urinals Part of Schools' Conservation Efforts	November 3, 2010
WATER16	Commercial Buildings: Water Use Efficiency Ideas	Not Identified
WATER17	Model Water Efficient Landscape Ordinance	Not Identified
<b>AIR QUALITY</b>		
AQ1	Building Air Quality: A Guide for Building Owners and Facility Managers	December 1991
AQ2	Building Air Quality: Action Plan	June 1998
AQ3	"Why Study Human Health Indoors"	Not Identified
AQ4	"How Does Indoor Air Quality Impact Student Health and Academic Performance"	April 2010
AQ5	Air Quality and Land Use Handbook: A Community Health Perspective	April 2005





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KEVIN P. SULLIVAN  
  
WRITER'S EMAIL:  
RMADAFFER@SANLAWYERS.COM

August 25, 2011

**Via Electronic & U.S. Mail**

Ms. Anna McPherson, Environmental Planner  
City of San Diego  
1222 First Avenue, MS 501  
San Diego, CA 92101  
[AMcPherson@san Diego.gov](mailto:AMcPherson@san Diego.gov)  
[DSDEAS@san Diego.gov](mailto:DSDEAS@san Diego.gov)

**Re: Retraction of Comment Letter on Otay-Tijuana Cross Border Facility Draft Environmental Impact Report – Project No. 169653**


Dear Ms. McPherson,

We represent Torrey Pines Bank, a local affiliate of Western Alliance Bancorporation (“Torrey Pines Bank”) with respect to its property in Otay Mesa. As you know, we submitted a comment letter in response to the Draft Environmental Impact Report (“DEIR”) for the proposed Otay-Tijuana Cross Border Facility project (“CBF”) on August 15, 2011.

We understand the City and CBF have decided to re-circulate the DEIR and we are confident our issues will be addressed in the revised document. For that reason, we would like to formally retract our August 15, 2011 letter. We do not expect or desire a written response, or wish to have it incorporated into a final EIR. However, we do reserve the right to make additional comments in the future related to impacts of CBF on the Torrey Pines Bank property and CBF’s fair-share participation in public improvements for Otay Mesa.

Notwithstanding, at this time Torrey Pines Bank would like to express its overall support for the CBF Project.

Please contact me with any questions or comments.

Very truly yours,  
  
Robin M. Madaffer

cc: Anne Marie Berg, Torrey Pines Bank / Western Alliance Bancorporation  
Rob Hixson, CB Richard Ellis  
Steve Horine, Horine Group  
Kathryn Conniff, Horine Group

401 "B" STREET, SUITE 2400 · SAN DIEGO, CA 92101-4200 · TELEPHONE 619-696-3500 · FACSIMILE 619-696-3555

M1 Comment noted.

M1

COMMENTS

RESPONSES

**From:** Alan Francisco [\[mailto:alanfrancisco@hotmail.com\]](mailto:alanfrancisco@hotmail.com)  
**Sent:** Monday, October 03, 2011 10:23 AM  
**To:** DSD EAS  
**Subject:** OTAY-TIJUANA CROSS BORDER FACILITY, Project No. 169653

Ms. McPherson:

My name is Alan Francisco, and I am a resident of Southeastern San Diego. I am opposed to the re-subdivision of the lots 1-30 of the Otay Pacific Business Park. Encroaching and destroying the green space in that area is not necessary. The community there can find more sustainable means to address their needs including building re-development and carpooling. Thank you for your time.

Sincerely  
Alan Francisco

N1

N1 The proposed project is proposed on graded industrial lots on a property that was used for agricultural purposes beforehand, as stated under Project Background on page 1-1 of the EIR. The off-site road improvements areas are proposed along existing roads in the Otay Mesa community. No designated open space would be impacted by the proposed project.

COMMENTS

RESPONSES

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**OTAY-TIJUANA CROSS BORDER FACILITY  
DEVELOPMENT PROJECT  
SAN DIEGO, CALIFORNIA**

**FINAL ENVIRONMENTAL IMPACT REPORT**

SCH No. 2010121014

PROJECT No. 169653

NOVEMBER 2011

***Prepared for:***

City of San Diego  
Development Services Department  
Land Development Review  
1222 First Avenue, M.S. 501  
San Diego, CA 92101-4155



**OTAY-TIJUANA CROSS BORDER FACILITY DEVELOPMENT PROJECT  
FINAL ENVIRONMENTAL IMPACT REPORT**

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## Acronyms and Abbreviations

AB	Assembly Bill	CO <sub>2</sub>	carbon dioxide
ADA	Americans with Disabilities Act	CO <sub>2</sub> e	CO <sub>2</sub> equivalent
ADD	Assistant Deputy Director	COD	chemical oxygen demand
ADRP	Archaeological Data Recovery Program	Community Plan	Carmel Valley Community Plan
ADT	Average Daily Traffic	Construction Permit	General Permit for Storm Water
AF	acre-feet		Discharges Associated with Construction
AFY	acre-feet per year		and Land Disturbance Activities
AGR	potentially agricultural supply	CPA	Community Plan Amendment
ALUC	Airport Land Use Commission	CPCI	City Planning and Community Investment
ALUCP	airport land use compatibility plan	CPTED	Crime Prevention through
AME	Archaeological Monitoring Exhibit		Environmental Design
amsl	above mean sea level	CPUC	California Public Utilities Commission
ANLA	American Nursery and Landscape Association	CRA	Colorado River Aqueduct
APCA	Airspace Protection Compatibility Area	CSMP	Construction Site Monitoring Program
ARB	Air Resources Board	CSVR	Consultant Site Visit Record
		CVPD-EC	Carmel Valley Planned District
Basin Plan	Water Quality Control Plan		– Employment Center
	for the San Diego Basin	CVPD-MUC	Carmel Valley Planned District
BAT	best available technology		– Mixed-Use Center
BAU	business-as-usual	CWA	Clean Water Act
BCME	Biological Construction Monitoring Exhibit	cy	cubic yards
BCT	best conventional pollutant control technology		
BI	Building Instructor	dB	decibel(s)
BIOL	Biological Habitats of Special Significance	dBA	“A-weighted” decibels
BMPs	best management practices	DPM	diesel particulate matter
BTS	Bureau of Transportation Statistics	DSD	Development Services Department
		DTSC	Department of Toxic Substances Control
°C	degrees Celsius	DWR	Department of Water Resources
C&D	construction and demolition		
CAA	Clean Air Act	E	Emergency
CAAQS	California Ambient Air Quality Standards	EAS	Environmental Analysis Section
CAD	Computer Aided Dispatch	EB	eastbound
CADNA	Computer Aided Noise Abatement	ECRTS	El Camino Real Trunk Sewer
CAFE	Corporate Average Fuel Economy	EIR	Environmental Impact Report
CalEPA	California EPA	EMS	Emergency Medical Services
Cal-OSHA	California Division of Occupational	Energy Code	California Energy Code
	Safety and Health	EPA	Environmental Protection Agency
Caltrans	California Department of Transportation	EPIC	Energy Policy Initiative Center
CAPCOA	California Air Pollution Control	ESA	Phase I Environmental Site Assessment
	Officers’ Association	ESD	Environmental Services Department
CBC	California Building Code	EST	Estuarine Habitat
CBSC	California Buildings Standards Commission	EO	Executive Order
CCAR	California Climate Action Registry		
CDFG	California Department of Fish and Game	°F	degrees Fahrenheit
CEC	California Energy Commissions	FAA	Federal Aviation Administration
CEQA	California Environmental Quality Act	FAR	floor area ratio/Federal Aviation Regulations
cf	cubic feet	FBA	Facilities Benefit Assessment
CFC	Chlorofluorocarbons	FEMA	Federal Emergency Management Agency
CH <sub>4</sub>	methane	FHWA	Federal Highway Administration
CIP	capital improvements project		
CIWMB	California Integrated Waste	General Plan	City of San Diego’s General Plan
	Management Board	GHG	greenhouse gas
City	City of San Diego	gla	gross leasable area
CLUP	Comprehensive Land Use Plan	g/L	grams/liter
CM	Construction Manager	gpd	gallons per day
CNEL	Community Noise Equivalent Level	gpm	gallons per minute
CO	carbon monoxide		

Groundwater Permit	General Groundwater Extraction	MM	million
	Waste Discharge Permit For	MMBTU	million British thermal units
	Discharge To Surface Waters in the	MMC	Mitigation Monitoring Coordination
	San Diego Region Except	MMRP	Mitigation Monitoring and Reporting Program
	For San Diego Bay	MMT	million metric tons
gWh	gigawatt hours	Mpg	miles per gallon
GWP	Global Warming Potential	mph	miles per hour
		MPO	Metropolitan Planning Organization
H <sub>2</sub> S	hydrogen sulfide	MRZ	mineral resource zone
HA(s)	Hydrologic Area(s)	MSAT	Mobile Source Air Toxics
HCM	Highway Capacity Manual	MSCP	Multiple Species Conservation Program
HELIX	HELIX Environmental Planning, Inc.	MT	metric tons
HFCs	hydrofluorocarbons	MUN	municipal and domestic water supply
HLVP	High-Volume, Low-Pressure	Municipal Permit	Municipal Storm Water Permit
HOV	high occupancy vehicle	MW	megawatt
HR	House of Representatives Bill	MWD	Metropolitan Water District of Southern California
HRG	Historical Resources Guidelines	MWh	megawatt-hour
HU	Hydrologic Unit		
HVAC	heating, ventilation, and air conditioning	N <sub>2</sub> O	nitrous oxide
I-	Interstate	NAAQS	National Ambient Air Quality Standards
IBC	international building code	NAHC	Native American Heritage Commission
ICLEI	International Council on Local Environment Initiatives	NB	northbound
IEPR	Integrated Energy Policy Report	NCWRP	North City Water Reclamation Plant
IND	industrial service supply	NLEV	national low emission vehicle
IOU	investor-owned utilities	NO	nitrogen oxide
IPCC	Intergovernmental Panel on Climate Change	NO <sub>2</sub>	nitrogen dioxide
IPM	integrated pest management	NOA	naturally occurring asbestos
ISO	International Standards of Operation	NOP	Notice of Preparation
		NO <sub>x</sub>	oxides of nitrogen
JURMP	Jurisdictional URMP	NPDES	National Pollutant Discharge Elimination System
kg	kilogram	NRDC	National Resources Defense Council
kWh	kilowatt hour	NSHP	New Solar Homes Partnership
		NTP	Notice to Proceed
lbs/MWh	pounds per megawatt-hour	O <sub>3</sub>	ozone
LCFS	Low Carbon Fuel Standard	OAL	Office of Administrative Law
LDC	Land Development Code	OPR	Office of Planning and Research
L <sub>DN</sub>	Day-Night Sound Level 24-hour average	OSHA	Occupational Safety and Health Administration
LDR	Land Development Review		
LEED	Leadership in Energy and Environmental Design	Pb	lead
L <sub>EQ</sub>	equivalent sound level	PDO	Planned District Ordinance
LID	low impact development	PDP	Planned Development Permit
LOS	Level of Service	PFC	perfluorocarbons
LUST	leaking underground storage tank	PFFP	Public Facilities Financing Plan
		PG&E	Pacific Gas and Electric
M	Measurement Location	PH	peak hour
MAR	Marine Habitat	PI	Principal Investigator
MBTA	Migratory Bird Treaty Act	PM	Parcel Map
MCAS	Marine Corps Air Station	PM <sub>10</sub>	particulates with an aerodynamic diameter less than 10 microns
MDD	maximum day demand	PM <sub>2.5</sub>	fine particulate matter with an aerodynamic diameter less than 2.5 microns
MEP	maximum extent practicable	PME	Paleontological Monitoring Exhibit
MG	million gallons	PPA	Precise Plan Amendment
mg/m <sup>3</sup>	milligrams per cubic meter	ppm	parts per million
MHPA	Multiple Habitat Planning Area	PRC	Public Resources Code
MIGR	Migration of Aquatic Organisms		
MLD	Most Likely Descendent		

Precon	Preconstruction	sf	square feet
Precise Plan	North City West Development Unit Number Two Precise Plan	SF <sub>6</sub>	sulfur hexafluoride
proposed project	San Diego Corporate Center	SFHA	Special Flood Hazard Area
Protocol	Transportation Project-Level Carbon Monoxide Protocol/ CCAR General Reporting Protocol	SIP	State Implementation Plan
PRP	Paleontological Recovery Program	SO <sub>2</sub>	sulfur dioxide
PUC	Public Utilities Commission	SPWN	Spawning, Reproduction or Early Development
PUD	Public Utilities Department	SR	State Route
PVC	polyvinyl chloride	SUSMP	Standard Urban Storm Water Mitigation Plan
		SWP	State Water Project
		SWPPP	Storm Water Pollution Prevention Plan
		SWRCB	State Water Resources Control Board
RAQS	Regional Air Quality Strategy	TAC(s)	Toxic Air Contaminant(s)
RARE	Rare, Threatened, or Endangered Species	TDS	total dissolved solids
RE	Resident Engineer	TET	The Environmental Trust
REC	Rick Engineering Company	TMDL	total maximum daily load
REC-1	Contact Water Recreation	TPM	Tentative Parcel Map
REC-2	Non-contact Water Recreation	TRU	transportation refrigeration storage units
RES	Regional Energy Strategy	TSS	total suspended solids
RFG	reformulated gasoline		
ROCs	Reactive Organic Compounds	UNFCC	United Nations Framework Convention on Climate Change
ROGs	Reactive Organic Gases	URMP	Urban Runoff Management Program
RPS	renewable portfolio standard	USD	University of San Diego
RTAC	Regional Targets Advisory Committee	USDOT	U.S. Department of Transportation
RWQCB	Regional Water Quality Control Board	USFWS	United States Fish and Wildlife Service
SANDAG	San Diego Association of Governments	UST(s)	underground storage tank(s)
SB	southbound/Senate Bill	USAI	Urban Systems Associated, Inc.
SBSD	Solana Beach School District	UWMP	Urban Water Management Plan
SCAQMD	South Coast Air Quality Management District	V/C	volume to capacity
SCE	Southern California Edison	VCP	vittrified clay pipe
SDAB	San Diego Air Basin	VMT	vehicle miles traveled
SDAPCD	San Diego Air Pollution Control District	VOCs	volatile organic compound(s)
SDCGHGI	San Diego County GHG Inventory	VTM	Vesting Tentative Map
SDCRAA	San Diego County Regional Airport Authority	WARM	Warm Freshwater Habitat
SDCWA	San Diego County Water Authority	Water Code	California Water Code
SDG&E	San Diego Gas and Electric	WB	westbound
SDP	Site Development Permit	WILD	Wildlife Habitat
SDPD	San Diego Police Department	WMP	waste management plan
SDREIS	San Diego Regional Energy Infrastructure Study	WQTR	Water Quality Technical Report
SDREO	San Diego Regional Energy Office	WSA	Water Supply Assessment
SDUHSD	San Dieguito Union High School District	WURMP	Watershed URMP
SFHA	Special Flood hazard area		
SHELL	Shellfish	µg/m <sup>3</sup>	Micrograms per cubic meter



# EXECUTIVE SUMMARY





## EXECUTIVE SUMMARY

This summary provides a brief synopsis of the Otay-Tijuana Cross Border Facility (CBF) Development Project (proposed project) description, the results of the environmental analysis, and project alternatives considered in this Environmental Impact Report (EIR). The summary does not contain the extensive background and analysis contained in the EIR. Therefore, the reader should review the entire EIR to fully understand the project and its environmental consequences.

The purpose of an EIR is to inform public agency decision makers and the general public of the potentially significant environmental effects of a project, identify possible ways to minimize the significant effects, and describe reasonable alternatives to the project (State CEQA Guidelines Section 15121(a)). This EIR is an informational document for use by the City of San Diego (City), decision makers and members of the general public to evaluate the environmental effects of the proposed project. This document complies with all criteria, standards and procedures of CEQA and the State CEQA Guidelines (California Administrative Code 15000 et. seq.) and the City of San Diego's EIR Guidelines (City 2002). The City of San Diego is the Lead Agency for the proposed project evaluated in this EIR. This document has been prepared as a Project EIR pursuant to Section 15161 of the State CEQA Guidelines. A programmatic analysis of certain off-site traffic mitigation measures is also provided pursuant to State CEQA Guidelines Section 15168., ~~and it~~ This document represents the independent judgment of the City as Lead Agency (State CEQA Guidelines Section 15050).

### ES-1 PROJECT LOCATION, PURPOSE AND DESCRIPTION

The project is proposed on a 63.8-acre graded, level site located immediately adjacent to the U.S.-Mexico International border in San Diego County, California, along with four off-site roadway improvement areas proposed to encompass traffic mitigation. The project site is under the local jurisdiction of the City and situated in the community of Otay Mesa, approximately 3.2 miles east of the San Ysidro Port of Entry (POE) and 2.1 miles west of the Otay Mesa POE. The Tijuana (TIJ) Airport passenger terminal lies in Mexico, approximately 500 feet south of the project site. Regional access to the site is from Interstate 805 (I-805), Interstate 5 (I-5), State Route 125 (SR-125), and Otay Mesa Road/Interim State Route 905 (SR 905); local access to the site is from Britannia Boulevard and Siempre Viva Road, circulation element roadways in the Otay Mesa community. From Siempre Viva Road, two public roads extend onto the site: Otay Pacific Drive and Las Californias Drive.

The primary purpose, goals and objectives of the proposed project are to:

- Provide a more convenient, cost effective, reliable and more secure crossing of the U.S. - Mexico International border to access flights originating from and destined for the TIJ Airport;
- Facilitate cross border movement of ticketed air travelers using TIJ Airport to minimize economic losses to the San Diego-Tijuana region caused by long and unpredictable border waits and congestion;

- Develop facilities that would maintain and not compromise the security and integrity of the existing border or impede the operations at the TIJ Airport;
- Develop a project to serve the Otay Mesa community and San Diego region that is consistent with the goals of the Community Plan, Multiple Species Conservation Plan, General Plan and Regional Comprehensive Plan;
- Implement and allow for a mix of uses that would serve the airline passengers crossing the border and the local community while maximizing sources of revenue for the City through sales tax, property tax, development fees, and transit occupancy tax (TOT).

The project is a re-subdivision of an approximately 63.8-acre property (lots 1 through 30 of the Otay Pacific Business Park) through the filing of a Vesting Tentative Map and request for a Community Plan Amendment (CPA), Planned Development Permit (PDP), and Site Development Permit (SDP) to allow the development of a 95,000 square foot (SF) CBF (generally, an airline and customs processing facility that would facilitate airline passenger access to the TIJ Airport for flights in and out of the region as an alternative to using the land ports-of-entry that occur along this portion of the International border, as detailed in Section 2.0, *Environmental Setting*, of this report), a 772,000 SF parking structure, and up to 706,000 SF of industrial office/warehouse uses. As an option to the industrial office/warehouse uses, the PDP and SDP will allow the development of hotel uses with a maximum of 340 rooms and up to 40,000 SF of visitor-serving commercial uses on certain portions of the site and up to 402,000 SF of industrial office/warehouse uses on the balance of the site. The SDP is required for four off-site roadway improvements identified as mitigation for project related traffic impacts. The proposed CPA would also add the three on-site roads to the Circulation Map of the Otay Mesa Community Plan (OMCP): Otay Pacific Drive from a local street to a four-lane major, Otay Pacific Place from an industrial collector to a four-lane collector, and Las Californias Drive from an industrial collector to a two-lane collector with a two way left turn lane. Three other segments would be reclassified: Britannia Boulevard from SR-905 to Airway Road from a four-lane major to a six-lane primary arterial, Britannia Boulevard from Airway Road to Siempre Viva Road from a four-lane major to a six-lane major, and Otay Mesa Road from Piper Ranch Road to SR-125 from a four-lane primary arterial to a six-lane major arterial. The CPA would be implemented through approval of the PDP. The project also proposes the vacation of the public right-of-way for the portions of Otay Pacific Drive and Las Californias Drive that are south of Otay Pacific Place to accommodate the proposed development.

The CBF is proposed on Lots 8, 9 and 10 of the project and would consist of the phased construction of an approximately 95,000 SF airline processing building and surface and structured parking, designed to ultimately serve up to approximately 17,225 average daily passengers at buildout. The CBF is proposed to provide easy access across the U.S.-Mexico International border for ticketed airline passengers who are destined for flights in and of TIJ Airport.

Level 1 of the CBF would house U.S. Customs/Immigration processing, retail facilities, secure U.S. Customs and Border Protection (CBP) space, offices for administrative and security personnel, and mechanical and electrical space. The CBF would feature an elevated, enclosed, and secure pedestrian bridge extending from the second level of the structure, which would be used by airline passengers on both sides of the border to cross through the International Border to/from the airline terminal building at TIJ Airport to access flights. The project also includes

the development of 706,000 SF of industrial office/warehouse uses. As an alternative to developing all but the CBF lots with industrial uses, the PDP and SDP will allow the development of hotel sites adjacent to the CBF to accommodate a maximum of 340 rooms and associated conference and food service activities; up to 40,000 SF of visitor-serving specialty retail uses; up to 6,000 SF of the 40,000 SF commercial uses could be devoted to a sit-down restaurant; a 12-pump gas station with mini mart and car wash; and up to 402,000 SF of industrial office/warehouse uses.

Parking facilities for the CBF would be constructed in accordance with passenger parking ratio established for the San Diego International Airport (SDIA) Master Plan (San Diego County Regional Airport Authority 2008). All the other uses including the hotels, commercial, and industrial uses, would be constructed in compliance with the requirements of Chapter 14, Article 2, Division 5, of the City's LDC. Local access to the project site would be via Siempre Viva Road with direct connections to Otay Pacific Drive and Las Californias Drive. Proposed on-site circulation improvements occur within the existing graded site. These improvements would include shortening and relocating the two existing cul-de-sacs associated with Otay Pacific Drive and Las Californias Drive, rebuilding the cul-de-sacs approximately 230 feet north of their current locations, and widening Otay Pacific Drive and Siempre Viva Road. The full development of the site would provide pedestrian circulation through a network of contiguous and non-contiguous sidewalks, pathways, and public spaces.

In addition to the on-site improvement described above, four off-site roadway improvements are identified as part of the proposed project to mitigate ~~ion for~~ project-related traffic impacts. Accordingly, the proposed project would implement the following mitigation measures, which would require the construction of additional travel lanes or roadway widening where insufficient pavement exists today to accommodate the improvements. A summary description of the proposed improvements is provided below using the traffic mitigation identification number from Section 5.2, *Transportation/Circulation*, of this report (i.e., Tra-x).

- Tra-3 (Siempre Viva Road between the project site and Britannia Boulevard) - Widen the roadway to an interim four-lane major with raised median west of Otay Pacific Drive to the western project boundary, and restripe the roadway to a four-lane major from the western project boundary to Britannia Boulevard.
- Tra-12 (Siempre Viva Road between Otay Pacific Drive and Las Californias Drive) - Widen the roadway to an interim four-lane major with a raised center median west of Otay Pacific Drive to the western project boundary. Restripe and construct an interim asphalt median to provide a four lane major arterial from the western project boundary to Britannia Boulevard. Widen and restripe the roadway between Las Californias Drive and Otay Pacific Place from a two-lane collector to a four-lane collector with no two-way left turn lane (capacity 15,000 ADT). A portion of this improvement is the same mitigation measure as Tra-3 identified in Phase 1.
- Tra-6/2423 (Britannia Boulevard between Airway Road and Siempre Viva Road) - Widen on both sides to a six-lane major arterial.



- Tra-17 (Otay Mesa Road between SR-905 southbound ramp and La Media Road) - Widen the southern side of the segment from a five-lane major to a six-lane major arterial (capacity 50,000 ADT).

The required improvements would have the potential to impact Environmentally Sensitive Lands (ESL), thus triggering the requirement to obtain an SDP. Subsequent implementation of the additional mitigation measures/improvements identified in Section 5.2 would also require environmental evaluation, and authorization under one or more SDPs.

It is anticipated that the proposed project would be developed and expanded in phases, with the construction of the CBF and associated parking occurring first, and the construction of the hotel sites, commercial uses, and industrial uses occurring over time or just industrial uses (in the case of the other land use scenario). Initially, the CBF building would be an approximately 65,000-SF, two-level facility designed to serve up to approximately 6,838 average daily passengers. There would be no parking structure in Phase 1; instead all 889 parking spaces would be accommodated in surface parking lots.

In Phase 2, the basic parking structure would be constructed to accommodate approximately 1,318 vehicles, but the CBF building's capacity would be increased through internal improvements rather than through new building construction. During Phase 2, it is anticipated that the number of passengers using the facility would rise to approximately 10,141 average daily passengers.

By build-out, the CBF building would be expanded an additional 30,000 SF to a total of 95,000 SF, designed to serve up to approximately 17,225 average daily passengers. The parking structure would be ultimately expanded to accommodate a minimum of 2,239 on-site parking spaces for the CBF.

During each of the CBF phases, the amount of space devoted to various activities in the CBF (i.e., CBP inspection area, waiting areas, tolling and ticket verification) would change to accommodate the increased pedestrian flow across the bridge. The CBF would remain a two-level building in all phases, and the pedestrian bridge across the border would not change its size or configuration from that constructed during Phase 1.

## **ES-2 SUMMARY OF PROPOSED PROJECT ACTIONS**

The applicant is seeking the following discretionary actions from the City:

- EIR Certification;
- Vesting Tentative Map (VTM);
- Community Plan Amendment (CPA) ;
- Planned Development Permit (PDP);
- Site Development Permit (SDP); and
- Street Vacation.

In addition, the following approvals would be required by other agencies:

- Presidential Permit for CBF from the U.S. State Department;
- Review of CBF design by U.S. Customs and Border Protection;
- Approval of the CBF from the Mexico Government;
- National Pollutant Discharge Elimination System (NPDES) Municipal Storm Water Permit Compliance from the Regional Water Quality Control Board; and
- NPDES General Construction Activity Permit for Stormwater Discharges Compliance from the Regional Water Quality Control Board and the State Water Resources Control Board.

The proposed project may also require the following approvals, depending on the outcome of the final jurisdictional determination by the associated resource agencies:

- California Fish and Game Code Section 1602 Streambed Alteration Agreement;
- Federal Clean Water Act Section 404 Permit; and
- Federal Clean Water Act Section 401 Water Quality Certification.

A Presidential Permit was received for the CBF from the U.S. State Department in August 2010, after satisfying environmental review under the National Environmental Policy Act (NEPA). The Environmental Assessment (EA) prepared as part of the Presidential Permit process is incorporated by reference herein.

### **ES-3 ENVIRONMENTAL ANALYSIS**

The EIR contains an environmental analysis of the potential impacts associated with implementation of the proposed project. The issues that are addressed in detail in the EIR include Land Use, Transportation/Circulation, Noise, Air Quality, Greenhouse Gas Emissions, Energy, Paleontological Resources, Public Utilities, Biological Resources and Visual Quality/Neighborhood Character. Of these issues, the analysis contained in this EIR concluded that the project could result in potentially significant, direct and/or cumulative impacts with respect to Transportation/Circulation, Noise, Air Quality, Biological Resources, and Paleontological Resources. Impacts to Air Quality and Transportation/Circulation would remain significant and unavoidable. The analysis concluded that the project would not have significant impacts related to Land Use, Greenhouse Gas Emissions, Energy, Public Utilities and Visual Quality/Neighborhood Character.

Based on initial environmental review of the project, the City has determined that the proposed project would not have the potential to cause significant adverse effects in the following areas: Agriculture and Forestry Resources, Geology and Soils, Health and Safety, Historical Resources, Hydrology/Water Quality, Mineral Resources, Population and Housing, Public Services and Facilities and Recreation.

Table ES-1 summarizes the proposed project's potentially significant direct and cumulative environmental impacts and proposed mitigation measures by issue, as analyzed in Sections 5.0

and 9.0 of this EIR. The last column of this table indicates whether the impact would be reduced to below a level of significance after implementation of proposed mitigation measures.

#### **ES-4 PROJECT ALTERNATIVES**

Two alternatives to the proposed project were considered but rejected from further consideration by the City because of their inability to achieve the basic project objectives defined in Section 3.0, *Project Description*. Those alternatives include: Reduced CBF with Approved Industrial Uses Alternative and Alternative Site Location. A more detailed discussion is provided in Section 11.0, *Project Alternatives*, of this report.

Four project alternatives are addressed in detail in this report. A summary of these alternatives is presented below with the detailed analysis provided in Section 11.0. ~~In accordance with~~ Pursuant to Section 15126(e)(2) of the State CEQA Guidelines, the Burrowing Owl Avoidance Alternative is identified as the environmentally superior alternative based on the fact that it would avoid direct impacts to the burrowing owl at the project site, while the Reduced Project Alternative would ~~only reduce, but not avoid~~ the proposed project's significant and unavoidable impacts to transportation/circulation and air quality-.

#### **No Project/No Development**

For purposes of this EIR, the No Project/No Development Alternative assumes that the site would remain in its current condition (i.e., vacant/graded with existing roadway and infrastructure improvements), but would not be developed with the proposed project uses or any other uses permitted under the existing industrial subdivision. In addition, implementation of the proposed CPA, VTM, PDP and SDP associated with the project would not be required.

Implementation of the No Project/No Development Alternative would avoid or reduce all identified significant project-related impacts below a level of significance, including significant and unavoidable transportation/circulation and air quality impacts associated with the proposed project. Because this alternative would not provide an additional option for passenger access to and from the TIJ Airport; it would not meet identified project objective to provide a more convenient crossing and reduce the economic losses due to delays at the POEs. Additionally, because the project site would remain vacant under this alternative, it would be inconsistent with the goals and objectives of the General Plan and OMCP which contemplate industrial development, and would therefore not meet identified project objectives related to implementing the plans for the site and maximizing sales and property tax revenues and TOT for the City.

#### **No Project/Existing Community Plan Alternative**

The No Project/Existing Community Plan Alternative would involve developing the site pursuant to the existing OMCP. Specifically, this would entail developing the site with approximately 680,000 SF of industrial business park uses as approved under the Otay Pacific Business Park subdivision, with no CBF, commercial or hotel uses as identified for the proposed project. In addition, implementation of the proposed CPA, VTM, PDP and SDP associated with the project would not be required.

Implementation of the No Project/Existing Community Plan Alternative would avoid or reduce identified significant project-related impacts to transportation/circulation and air quality below a level of significance. Identified significant impacts to noise, paleontological and biological resources from the proposed project would remain under this alternative. Because this alternative would not provide an additional option for passenger access to and from the TIJ Airport; it would not meet identified project objective to provide a more convenient crossing and reduce the economic losses due to delays at the POEs. Additionally, because development of the project site would be limited to industrial uses under this alternative, it would be inconsistent with project objective related to implementing a mix of uses to serve airline passengers while maximizing revenue sources for the City.

### **Reduced Project Alternative**

The purpose of the Reduced Project Alternative would be to reduce or avoid significant and unavoidable cumulative traffic impacts associated with the proposed project. It would involve constructing Phases 1 and 2 of the CBF, along with other development as described for the proposed project (including industrial, commercial and/or hotel uses). As noted ~~above~~ in Section 11.3.1, limiting the CBF development to Phases 1 and 2 would result in a buildout capacity of 65,000 SF for the CBF facility, a reduction of 30,000 SF (32 percent) from the proposed project and a reduction of approximately 7,000 daily passengers using the facility. All other aspects of this alternative would be the same as the proposed project,

Implementation of the Reduced Project Alternative would avoid or reduce identified significant project-related impacts to transportation/circulation, noise and air quality. Identified significant impacts to paleontological and biological resources from the proposed project would remain under this alternative. Because this alternative would reduce the CBF capacity by roughly one-third, however, it would result in correspondingly fewer ticketed air travelers using the CBF for access to and from the TIJ Airport. These travelers would instead continue to use the existing local POEs, thereby generating/exacerbating associated border waits and congestion. As a result, the effectiveness, security and economic viability of existing border crossings would be adversely affected, and this alternative would not meet identified project objectives related to taking full advantage of the potential capacity that the cross border facility could offer for diverting traffic from the POEs. It would also not maximize the sales and property tax revenues or TOT for the City.

### **Burrowing Owl Avoidance Alternative**

The Burrowing Owl Avoidance Alternative would entail developing the project site as identified for the proposed project, except that Lot No. 16 would remain in its current condition to avoid impacts to burrowing owls. To accomplish this alternative, the industrial density that could go on Lot 16 would be transferred to another lot(s) as permitted by the underlying zone and the PDP.

Implementation of the Burrowing Owl Avoidance Alternative would avoid identified significant on-site impacts to biological resources (i.e., burrowing owl and associated burrow) from the proposed project. Identified significant impacts to transportation/circulation, noise, air quality, ~~and~~ paleontological resources and off-site biological resources from the proposed project would

remain under this alternative. As compared to the proposed project, this alternative would provide a similar type and level of development as identified for the proposed project, and it would achieve the identified project objectives.

## **ES-5 AREAS OF CONTROVERSY/ISSUES TO BE RESOLVED**

The City prepared a Notice of Preparation (NOP), dated December 3, 2010, and distributed it to the public including all responsible and trustee agencies, members of the general public, and governmental agencies, including the State Clearinghouse. Comments on the NOP were received from members of the public, the California Department of Fish and Game (CDFG), the California Department of Transportation (Caltrans), the City of Chula Vista, the Department of Toxic Substances Control (DTSC), the Native American Heritage Commission (NAHC), and the San Diego Association of Governments (SANDAG). A scoping meeting was held on December 20, 2010, to inform the public about the project and collect written comments. Copies of the NOP, comment letters, and meeting transcript are contained in Appendix A of this document.

The concerns raised during the NOP and scoping meeting process were primarily related to transportation, sensitive biological resources, and safety. The CDFG provided guidelines for baseline biological surveys, analysis, and mitigation, and addressed concerns regarding potential impacts to burrowing owl habitat. Caltrans District 11 and SANDAG emphasized the need for adequate analysis of traffic impacts, potential impacts to existing and planned public and private transit, and corridor impacts to commercial vehicle traffic. The Caltrans Division of Aeronautics raised issues regarding airport operations safety, noise, and land use compatibility, requesting coordination with Brown Field Airport and the San Diego County Airport Land Use Commission. While the NAHC did not identify cultural resources within the project Area of Potential Effects, guidance was provided in the event that cultural resources are discovered once ground-breaking activity has commenced.

The original Draft EIR for the proposed project was prepared and circulated for review and comment by the public, agencies and organizations for a 45-day public review period that began on June 30, 2011 and concluded on August 15, 2011. A Notice of Completion for the original Draft EIR was sent to the State Clearinghouse, and the original Draft EIR was circulated to State agencies for review through the State Clearinghouse, Office of Planning and Research (SCH No. 2010121014). A Notice of Availability of the Draft EIR review was mailed to the distribution list contained in the Conclusions. The notice was also published in the local newspaper and placed on the City's website.

After completion of the Draft EIR public review period on August 15, 2011, the City concluded that recirculation of the EIR is appropriate, based on the following considerations (and pursuant to Section 15088.5 [a][1] of the State CEQA Guidelines):

- Potentially significant impacts were identified in association with the proposed off-site traffic mitigation and related SDP approval outlined above. Specifically, traffic-related mitigation measures to be implemented as part of the proposed project would entail widening of applicable off-site roadway segments. Based on review of these proposed off-site improvements, the City has determined that associated significant impacts could

potentially occur for issues including Biological Resources, Paleontological Resources, and Historical Resources (with related discussions provided in applicable sections of this EIR).

- A potentially significant impact is now identified along the segment of Siempre Viva Road between Otay Pacific Drive and Las Californias Drive in the vicinity of the project site that had not been identified in the previous Draft EIR. This new significant impact is addressed in Section 5.2.
- The analysis methodology for potential impacts has been revised to include a comparative evaluation with existing baseline conditions (i.e., in addition to the “near-term” and cumulative comparative analyses presented in the previous Draft EIR).

Based on the above discussion, the City recirculated the proposed project EIR for public review between September 13 and October 27, 2011. The intent of this recirculation was to address the associated potential effects described above and allow a full and complete assessment of all potential issues, including those identified during the original EIR public review process. The Recirculated Draft EIR incorporated similar steps regarding public review circulation, availability, and documentation as described above for the original DEIR. All responses to the original and Recirculated Draft EIRs have been incorporated into the Final EIR, as appropriate, with the resulting project-related impacts and proposed mitigation measures summarized below in Table ES-1, *Proposed Impacts and Proposed Mitigation*.

~~Based on the above discussion, the City has recirculated the proposed project EIR to address the associated potential effects and allow a full and complete assessment of all potential issues, including those identified during the EIR public review process.~~

<b>Table ES-1 PROJECT IMPACTS AND PROPOSED MITIGATION</b>		
<b>IMPACT</b>	<b>MITIGATION MEASURES</b>	<b>ANALYSIS OF SIGNIFICANCE AFTER MITIGATION</b>
<b>LAND USE</b>		
Implementation of the proposed project would not result in a land use that is inconsistent with the environmental goals, objectives, or guidelines of the OMCP or City General Plan.	None Required	Less than Significant
Implementation of the proposed project would not result in land uses that would be in conflict with an adopted land use designation or with surrounding land uses and would not result in secondary land use impacts.	None Required	Less than Significant
Implementation of the project would be inconsistent with the land use assumptions (and therefore emissions forecast) in the SIP caused by the intensification of on-site uses from levels assumed in the SIP. Inconsistency with this land use governing assumptions governing regional air quality planning would be considered a less than significant impact.	None Required	Less than Significant

<b>Table ES-1 (cont.) PROJECT IMPACTS AND PROPOSED MITIGATION</b>		
<b>IMPACT</b>	<b>MITIGATION MEASURES</b>	<b>ANALYSIS OF SIGNIFICANCE AFTER MITIGATION</b>
<b>TRANSPORTATION/CIRCULATION</b>		
<p>The proposed project would result in an increase in projected traffic that would be substantial in relation to the existing traffic load and capacity of the street system as follows:</p> <p><u>Existing Plus Project</u></p> <p>A total of 3 intersections, 11 roadway segments and 2 freeway segments would be significantly impacted as a result of project traffic.</p> <p><u>Phase 1</u></p> <p>A total of 2 intersections and 6 roadway segments would be significantly impacted as a result of project traffic.</p> <p><u>Phase 2</u></p> <p>A total of 3 intersections and 14 roadway segments would be significantly impacted as a result of project traffic.</p> <p><u>Buildout</u></p> <p>A total of 24 intersections, 20 roadway segments, 10 freeway segments, and 6 freeway ramp meters would be significantly impacted as a result of project traffic.</p>	<p><u>Phase 1</u></p> <p>The project applicant shall be fully responsible for all feasible mitigation measures identified for the Phase 1 Plus Proposed Project conditions prior to issuance of first building permits for Phase 1 <u>unless conditioned otherwise in the Planned Development Permit to address potential timing issues related to right-of-way acquisitions and securing agency permits. Refer to the MMRP for detail regarding when the improvements would be provided.</u></p> <p><u>Intersections</u></p> <p>The following measures are required to mitigate Phase 1 significant direct impacts to intersections to below a level of significance:</p> <p><b>Tra-1</b> <u>Britannia Boulevard/Otay Mesa Road</u>: Construct an additional northbound right-turn lane. It is unlikely that this improvement will be completed prior to occupancy of Phase 1 due to timing issues associated with acquisition of right-of-way.</p> <p><b>Tra-2</b> <u>La Media Road/Airway Road</u>: Signalize the intersection.</p> <p><u>Roadway Segments</u></p> <p>The project applicant shall perform the following mitigation measures to fully mitigate the project's Phase 1 significant direct impacts to roadway segments to below a level of significance, <u>except for Tra-8.</u></p> <p><b>Tra-3</b> <u>Siempre Viva Road between Otay Pacific Drive and Britannia Boulevard</u>: Widen the roadway to an interim four-lane major with raised median west of Otay Pacific Drive to the western project boundary. Restripe the roadway and construct an interim asphalt median to provide a four lane major from the western project boundary to Britannia Boulevard. This will require widening on the north side of Siempre Viva Road from Otay Pacific Drive westerly to provide for an interim four-lane major. To the extent feasible, these improvements will be completed prior to occupancy of Phase 1; timing issues associated with the requirement to obtain biological permits in advance of construction may delay the construction schedule.</p>	<p>Significant and Unavoidable <u>under the following scenarios if some of the mitigation measures listed are determined to be infeasible:</u></p> <p><u>Existing Plus Project</u></p> <p><u>A total of 3 intersections, 11 roadway segments and 2 freeway segments would not be mitigated.</u></p> <p><u>Phase 1</u></p> <p><u>One roadway segment would not be mitigated.</u></p> <p><u>Phase 2</u></p> <p><u>A total of 5 roadway segments would not be mitigated.</u></p> <p><u>Buildout</u></p> <p><u>A total of 24 intersections, 17</u></p>



	<u>roadway segments, 10</u>
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<b>Table ES-1 (cont.) PROJECT IMPACTS AND PROPOSED MITIGATION</b>		
<b>IMPACT</b>	<b>MITIGATION MEASURES</b>	<b>ANALYSIS OF SIGNIFICANCE AFTER MITIGATION</b>
<b>TRANSPORTATION/CIRCULATION (cont.)</b>		
	<p><u>Phase 1 (cont.)</u></p> <p><i>Roadway Segments (cont.)</i></p> <p><b>Tra-4</b> <u>Airway Road between Paseo de las Americas and SR-905</u>: Restripe the 52-foot wide two-lane collector commercial-industrial fronting (capacity 8,000 ADT) to a two-lane collector arterial with center two-way left turn lane (capacity 15,000 ADT).</p> <p><b>Tra-5</b> <u>Britannia Boulevard between SR-905 and Airway Road</u>: Widen by one lane on the eastern side and re-stripe the southbound approach to create a six-lane major arterial. To the extent feasible, these improvements will be completed prior to occupancy of Phase 1; timing issues associated with acquisition of right-of-way may delay the construction schedule.</p> <p><b>Tra-6</b> <u>Britannia Boulevard between Airway Road and Siempre Viva Road</u>: Widen on both sides to a six-lane major arterial. This improvement is consistent with the proposed Community Plan Amendment. To the extent feasible this improvement will be completed prior to occupancy of Phase 1; timing issues associated with acquisition of right-of-way may delay the construction schedule.</p> <p><b>Tra-7</b> <u>Otay Pacific Place between Otay Pacific Drive and Las Californias Drive</u>: Widen the southern side to provide a four-lane collector arterial. This requires reclassification of this roadway to a four-lane collector arterial, which is part of the proposed Community Plan Amendment.</p>	<p><u>freeway segments, and 6 freeway ramp meters would not be mitigated.</u></p>

<b>Table ES-1 (cont.) PROJECT IMPACTS AND PROPOSED MITIGATION</b>		
<b>IMPACT</b>	<b>MITIGATION MEASURES</b>	<b>ANALYSIS OF SIGNIFICANCE AFTER MITIGATION</b>
<b>TRANSPORTATION/CIRCULATION (cont.)</b>		
	<p><u>Phase 1 (cont.)</u></p> <p><i>Roadway Segments (cont.)</i></p> <p>The following mitigation measure partially mitigates the project’s significant Phase 1 direct impact.</p> <p><b>Tra-8</b> <u>Heritage Road-Otay Valley Road between Avenida de las Vistas and Otay Mesa Road:</u> From Otay Mesa Road to immediately north of Datsun Street, widen to a two-lane collector with a center two-way left turn lane (capacity 15,000 ADT). To the extent feasible, this portion of the improvement will be completed prior to occupancy of Phase 1; timing issues associated with acquisition of right-of-way may delay the construction. Widening just north of Datsun Street to Avenida de las Vistas would require extensive grading and improvements due to the existing topography <u>and if determined to not be feasible would not be implemented.</u></p> <p><u>Phase 2</u></p> <p>The project applicant shall be fully responsible for all mitigation measures under the Phase 2 Plus Proposed Project conditions prior to issuance of any building permits beyond Phase 1.</p> <p><i>Intersections</i></p> <p>The project shall perform the following mitigation measures to mitigate the project’s Phase 2 significant direct impacts to intersections to below a level of significance.</p> <p><b>Tra-9</b> <u>Caliente Avenue/Otay Mesa Road:</u> Construct an additional northbound right-turn lane.</p> <p><b>Tra-10</b> <u>Britannia Boulevard/Otay Mesa Road:</u> Construct an additional northbound right-turn lane. This is the same mitigation measure as Tra-1 identified for Phase 1.</p>	

<b>Table ES-1 (cont.) PROJECT IMPACTS AND PROPOSED MITIGATION</b>		
<b>IMPACT</b>	<b>MITIGATION MEASURES</b>	<b>ANALYSIS OF SIGNIFICANCE AFTER MITIGATION</b>
<b>TRANSPORTATION/CIRCULATION (cont.)</b>		
	<p><u>Phase 2 (cont.)</u></p> <p><i>Intersections (cont.)</i></p> <p><b>Tra-11</b> <u>La Media Road/Airway Road</u>: Signalize the intersection. This is the same mitigation measure as Tra-2 identified in Phase 1.</p> <p><i>Roadway Segments</i></p> <p>The project applicant shall perform the following mitigation measures to reduce the project's Phase 2 significant direct traffic impacts to below a level of significance, <u>except measures Tra-14, Tra-15, Tra-18, and Tra-19 would not be implemented if determined to be infeasible.</u> Measures Tra-23 and Tra-24 would partially mitigate project impacts.</p> <p><b>Tra-12</b> <u>Siempre Viva Road between Britannia Boulevard and Las Californias Drive</u>: Widen the roadway to an interim four-lane major with raised center median west of Otay Pacific Drive to the western project boundary. Restripe and construct an interim asphalt median to provide a four lane major arterial from the western project boundary to Britannia Boulevard. Widen and restripe the roadway between Las Californias Drive and Otay Pacific Place from a two-lane collector to a four-lane collector with no two-way left turn lane (capacity 15,000 ADT). A portion of this improvement is the same mitigation measure as Tra-3 identified in Phase 1.</p> <p><b>Tra-13</b> <u>Airway Road between Paseo de las Americas and SR-905</u>: Restripe the 52-foot wide two-lane collector commercial-industrial fronting (capacity 8,000 ADT) to a two-lane collector arterial with center two-way left turn lane (capacity 15,000 ADT). This is the same mitigation measure as Tra-4 identified in Phase 1.</p> <p><b>Tra-14</b> <u>Airway Road between SR-905 and La Media Road</u>: Widen the two-lane collector no fronting property (capacity 10,000 ADT) to a two-lane collector arterial with center two-way left-turn lane (capacity 15,000 ADT), to the extent feasible. This improvement would trigger the need for extensive drainage improvements and cause secondary environmental impacts near La Media Road.</p>	

<b>Table ES-1 (cont.) PROJECT IMPACTS AND PROPOSED MITIGATION</b>		
<b>IMPACT</b>	<b>MITIGATION MEASURES</b>	<b>ANALYSIS OF SIGNIFICANCE AFTER MITIGATION</b>
<b>TRANSPORTATION/CIRCULATION (cont.)</b>		
	<p><u>Phase 2 (cont.)</u></p> <p><u>Roadway Segments/Intersections (cont.)</u></p> <p><b>Tra-15</b> <u>Airway Road between La Media Road and Britannia Boulevard</u>: Widen the two-lane collector no fronting property (capacity 10,000 ADT) to a two-lane collector arterial with center two-way left turn lane (capacity 15,000 ADT), to the extent feasible. This improvement would trigger the need for extensive drainage improvements and cause secondary environmental impacts near La Media Road.</p> <p><b>Tra-16</b> <u>Airway Road between Caliente Avenue and Old Otay Mesa Road</u>: Widen to a four-lane collector arterial (capacity 30,000 ADT).</p> <p><b>Tra-17</b> <u>Otay Mesa Road between SR-125 southbound ramp and La Media Road</u>: Widen the existing five-lane major on its southern side to provide a six-lane major arterial (capacity 50,000 ADT). This improvement is consistent with the road reclassification proposed for the segment of Otay Mesa Road between Piper Ranch Road and SR-125 as part of the Community Plan Amendment.</p> <p><b>Tra-18</b> <u>La Media Road between SR-905 and Airway Road</u>: Widen on the eastern side and install a raised center median to provide a four-lane major arterial (capacity 40,000 ADT), to the extent feasible. This improvement would trigger the need for extensive drainage improvements and secondary environmental mitigations.</p> <p><b>Tra-19</b> <u>La Media Road between Airway Road and Siempre Viva Road</u>: Widen the two-lane collector no fronting property (capacity 10,000 ADT) to a two-lane collector arterial with center two-way left-turn lane (capacity 15,000 ADT), to the extent feasible. This improvement would trigger the need for extensive drainage improvements and secondary environmental mitigations.</p>	

<b>Table ES-1 (cont.) PROJECT IMPACTS AND PROPOSED MITIGATION</b>		
<b>IMPACT</b>	<b>MITIGATION MEASURES</b>	<b>ANALYSIS OF SIGNIFICANCE AFTER MITIGATION</b>
<b>TRANSPORTATION/CIRCULATION (cont.)</b>		
	<p><u>Phase 2 (cont.)</u></p> <p><u>Roadway Segments/Intersections (cont.)</u></p> <p><b>Tra-20</b> <u>Britannia Boulevard between SR-905 and Airway Road</u>: Reclassify this segment of the roadway as a six-lane primary arterial. This reclassification is part of the proposed Community Plan Amendment.</p> <p><b>Tra-21</b> <u>Otay Pacific Drive between Siempre Viva Road and Otay Pacific Place</u>: Widen the western side of the roadway and construct a raised center median to provide a four-lane major arterial. This requires reclassification of this road to a four-lane major arterial, which is part of the proposed Community Plan Amendment.</p> <p><b>Tra-22</b> <u>Otay Pacific Place between Otay Pacific Drive and Las Californias Drive</u>: Widen the southern side of the roadway to provide a four-lane collector arterial. This is the same mitigation measure as Tra-7 identified in Phase 1.</p> <p>The following mitigation measures would partially mitigate the project’s direct impacts to road segments during Phase 2.</p> <p><b>Tra-23</b> <u>Britannia Boulevard between Airway Road and Siempre Viva Road</u>: Widen the roadway on both sides to create a six-lane major arterial. This requires reclassification of this roadway to a six-lane major arterial, which is part of the proposed Community Plan Amendment.</p> <p><b>Tra-24</b> <u>Heritage Road-Otay Valley Road between Avenida de las Vistas and Otay Mesa Road</u>: From Otay Mesa Road to immediately north of Datsun Street, widen to a two-lane collector with a center two-way left-turn lane (capacity 15,000 ADT), to the extent feasible. Widening Otay Valley Road between Avenida de las Vistas and just north of Datsun Street would require extensive grading and improvements due to the existing topography and if determined to not be feasible would not be implemented. This is the same mitigation measure as Tra-8 identified in Phase 1.</p>	

<b>Table ES-1 (cont.) PROJECT IMPACTS AND PROPOSED MITIGATION</b>		
<b>IMPACT</b>	<b>MITIGATION MEASURES</b>	<b>ANALYSIS OF SIGNIFICANCE AFTER MITIGATION</b>
<b>TRANSPORTATION/CIRCULATION (cont.)</b>		
	<p><u>Buildout</u></p> <p>Fair share contributions towards the following intersection, roadway segment, freeway, and freeway ramp meter improvements would mitigate <del>would reduce</del> the project's cumulative impacts to the community road network, assuming buildout of the Adopted Community Plan <del>but not fully mitigate the impacts, to below a level of significance</del> <u>implementation of these mitigation measures is infeasible. With regard to Mitigation Measures Tra-25 through -48, Tra-51 through 53, Tra-55, Tra-60 through -65, Tra-70 through -72, and Tra-78 through -85, in lieu of payment of the project's full fair share payments, the applicant shall pay a reduced fair share payment in the form of FBA or other applicable development impact fees in effect at the time the applicable building permits are issued.</u></p> <p><u>Intersections</u></p> <p><del>If implemented, the following mitigation measures shall be implemented by the project applicant to</del> <u>would reduce the project's cumulatively significant impacts at intersections under Buildout conditions to below a level of significance</u> <del>to the extent feasible.</del> Fair share contributions noted below are contained in Table AZ of the Traffic Impact Study (Appendix J):</p> <p><b>Tra-25 Caliente Avenue/Otay Mesa Road:</b> The project's contribution to this cumulative significant impact can be mitigated by widening on the western side to provide a dedicated second southbound through lane. The owner/permittee shall contribute its fair-share of 1.65 percent of the cost of this improvement, to the extent feasible.</p> <p><b>Tra-26 Heritage Road/Otay Mesa Road:</b> The project's contribution to this cumulative significant impact can be mitigated by widening on the northeastern corner to provide a second westbound right-turn lane. The owner/permittee shall contribute its fair-share of 5.58 percent of the cost of this improvement, to the extent feasible.</p>	

<b>Table ES-1 (cont.) PROJECT IMPACTS AND PROPOSED MITIGATION</b>		
<b>IMPACT</b>	<b>MITIGATION MEASURES</b>	<b>ANALYSIS OF SIGNIFICANCE AFTER MITIGATION</b>
<b>TRANSPORTATION/CIRCULATION (cont.)</b>		
	<p><u>Buildout (cont.)</u></p> <p><i>Intersections (cont.)</i></p> <p><b>Tra-27</b> <u>Cactus Road/Otay Mesa Road</u>: The project’s contribution to this cumulative significant impact can be mitigated by the construction of a second westbound left-turn lane. The owner/permittee shall contribute its fair-share of 3.82 percent of the cost of this improvement, to the extent feasible.</p> <p><b>Tra-28</b> <u>La Media Road/Otay Mesa Road</u>: The project’s contribution to this cumulative significant impact can be mitigated by the widening on the northeastern corner to provide a second southbound right-turn lane and a second westbound right-turn lane. The owner/permittee shall contribute its fair-share of 6.93 percent of the cost of this improvement, to the extent feasible.</p> <p><b>Tra-29</b> <u>SR-125 southbound ramps/Otay Mesa Road</u>: The project’s contribution to this cumulative significant impact can be mitigated by widening to provide a second southbound left turn lane on the southbound ramp. The owner/permittee shall contribute its fair-share of 17.35 percent of the cost of this improvement, to the extent feasible.</p> <p><b>Tra-30</b> <u>Britannia Boulevard/Airway Road</u>: The project’s contribution to this cumulative significant impact can be mitigated by widening to provide a second northbound right-turn lane, a second southbound right-turn lane, a second eastbound right-turn lane, and a second westbound right-turn lane. The owner/permittee shall contribute its fair-share of 9.33 percent of the cost of this improvement, to the extent feasible.</p> <p><b>Tra-31</b> <u>La Media Road/Airway Road</u>: The project’s contribution to this cumulative significant impact can be mitigated by widening to provide a third northbound through lane and a third southbound through lane. The owner/permittee shall contribute its fair-share of 5.94 percent of the cost of this improvement, to the extent feasible.</p>	

<b>Table ES-1 (cont.) PROJECT IMPACTS AND PROPOSED MITIGATION</b>		
<b>IMPACT</b>	<b>MITIGATION MEASURES</b>	<b>ANALYSIS OF SIGNIFICANCE AFTER MITIGATION</b>
<b>TRANSPORTATION/CIRCULATION (cont.)</b>		
	<p><u>Buildout (cont.)</u></p> <p><i>Intersections (cont.)</i></p> <p><b>Tra-32</b> <u>Cactus Road/Siempre Viva Road</u>: The project’s contribution to this cumulative significant impact can be mitigated by widening to provide a second northbound left-turn lane, a dedicated northbound right-turn lane, a second southbound through lane and conversion of a shared northbound through/right-turn lane into a second northbound through lane. The owner/permittee shall contribute its fair-share of 7.68 percent of the cost of this improvement, to the extent feasible.</p> <p><b>Tra-33</b> <u>Britannia Boulevard/Siempre Viva Road</u>: The project’s contribution to this cumulative significant impact can be mitigated by widening to provide third northbound through lane, a second northbound right-turn lane, a third southbound through lane, a second eastbound right-turn lane, and a second westbound right-turn lane. The owner/permittee shall contribute its fair-share of 16.85 percent of the cost of this improvement, to the extent feasible.</p> <p><b>Tra-34</b> <u>La Media Road/Siempre Viva Road</u>: The project’s contribution to this cumulative significant impact can be mitigated by widening to provide second southbound right-turn lane and a second westbound right-turn lane. The owner/permittee shall contribute its fair-share of 12.22 percent of the cost of this improvement, to the extent feasible.</p> <p><b>Tra-35</b> <u>SR-905 southbound ramps/Siempre Viva Road</u>: The project’s contribution to this cumulative significant impact can be mitigated by widening to provide a second southbound right-turn lane, a third eastbound through lane, and conversion of a shared eastbound through/right turn-lane into a dedicated eastbound right-turn lane. The owner/permittee shall contribute its fair-share of 3.43 percent of the cost of this improvement, to the extent feasible.</p> <p><b>Tra-36</b> <u>SR-905 northbound ramps/Siempre Viva Road</u>: The project’s contribution to this cumulative significant impact can be mitigated by widening to provide a second northbound left-turn lane. The owner/permittee shall contribute its fair-share of 1.68 percent of the cost of this improvement, to the extent feasible.</p>	



<b>Table ES-1 (cont.) PROJECT IMPACTS AND PROPOSED MITIGATION</b>		
<b>IMPACT</b>	<b>MITIGATION MEASURES</b>	<b>ANALYSIS OF SIGNIFICANCE AFTER MITIGATION</b>
<b>TRANSPORTATION/CIRCULATION (cont.)</b>		
	<p><u>Buildout (cont.)</u></p> <p><i>Intersections (cont.)</i></p> <p><b>Tra-37</b> <u>Caliente Avenue/SR-905 westbound ramps</u>: The project’s contribution to this cumulative significant impact can be mitigated by widening to provide second northbound left-turn lane. The owner/permittee shall contribute its fair-share of 3.15 percent of the cost of this improvement, to the extent feasible.</p> <p><b>Tra-38</b> <u>Caliente Avenue/SR-905 eastbound ramps</u>: The project’s contribution to this cumulative significant impact can be mitigated by widening to provide a dedicated eastbound right-turn lane. The owner/permittee shall contribute its fair-share of 4.48 percent of the cost of this improvement, to the extent feasible.</p> <p><b>Tra-39</b> <u>Heritage Road/SR-905 westbound ramps</u>: The project’s contribution to this cumulative significant impact can be mitigated by widening to provide a dedicated northbound right-turn lane. The owner/permittee shall contribute its fair-share of 5.53 percent of the cost of this improvement, to the extent feasible.</p> <p><b>Tra-40</b> <u>Heritage Road/SR-905 eastbound ramps</u>: The project’s contribution to this cumulative significant impact can be mitigated by widening to provide third northbound through lane and conversion of a shared northbound through/right-turn lane into a dedicated northbound right-turn lane. The owner/permittee shall contribute its fair-share of 6.65 percent of the cost of this improvement, to the extent feasible.</p> <p><b>Tra-41</b> <u>Britannia Boulevard/SR-905 westbound ramps</u>: The project’s contribution to this cumulative significant impact can be mitigated by the conversion of a shared southbound through/right-turn lane into a second southbound through lane and widening to provide a dedicated westbound left-turn lane. The owner/permittee shall contribute its fair-share of 9.99 percent of the cost of this improvement, to the extent feasible.</p>	

<b>Table ES-1 (cont.) PROJECT IMPACTS AND PROPOSED MITIGATION</b>		
<b>IMPACT</b>	<b>MITIGATION MEASURES</b>	<b>ANALYSIS OF SIGNIFICANCE AFTER MITIGATION</b>
<b>TRANSPORTATION/CIRCULATION (cont.)</b>		
	<p><u>Buildout (cont.)</u></p> <p><i>Intersections (cont.)</i></p> <p><b>Tra-42</b> <u>Britannia Boulevard/SR-905 eastbound ramps</u>: The project’s contribution to this cumulative significant impact can be mitigated by widening to provide a northbound right-turn lane, a dedicated eastbound left-turn lane, and the conversion of a shared eastbound through/left-turn lane into a shared eastbound through/right turn lane. The owner/permitee shall contribute its fair-share of 11.98 percent of the cost.</p> <p><b>Tra-43</b> <u>La Media Road/SR-905 westbound ramps</u>: The project’s contribution to this cumulative significant impact can be mitigated by widening to provide third northbound through lane. The owner/permitee shall contribute its fair-share of 5.44 percent of the cost of this improvement, to the extent feasible.</p> <p><b>Tra-44</b> <u>La Media Road/SR-905 eastbound ramps</u>: The project’s contribution to this cumulative significant impact can be mitigated by widening to provide third southbound through lane. The owner/permitee shall contribute its fair-share of 5.40 percent of the cost of this improvement, to the extent feasible.</p> <p><b>Tra-45</b> <u>Heritage Road/Airway Road</u>: The project’s contribution to this cumulative significant impact can be mitigated by widening to provide a second northbound left-turn lane, a second northbound through lane, a third southbound through lane and conversion of shared northbound through/right-turn lane into a dedicated northbound right-turn lane. The owner/permitee shall contribute its fair-share of 5.77 percent of the cost of this improvement, to the extent feasible.</p> <p><b>Tra-46</b> <u>Cactus Road/Airway Road</u>: The project’s contribution to this cumulative significant impact can be mitigated by widening to provide a second northbound left-turn lane, a second northbound through lane, a second southbound through lane, conversion of shared northbound through/right-turn lane into a dedicated northbound right-turn lane, and conversion of shared southbound through/right-turn lane to a dedicated southbound right-turn lane. The owner/permitee shall contribute its fair-share of 7.93 percent of the cost of this improvement, to the extent feasible.</p>	

<b>Table ES-1 (cont.) PROJECT IMPACTS AND PROPOSED MITIGATION</b>		
<b>IMPACT</b>	<b>MITIGATION MEASURES</b>	<b>ANALYSIS OF SIGNIFICANCE AFTER MITIGATION</b>
<b>TRANSPORTATION/CIRCULATION (cont.)</b>		
	<p><u>Buildout (cont.)</u></p> <p><i>Intersections (cont.)</i></p> <p><b>Tra-47 Caliente Avenue/Airway Road:</b> The project’s contribution to this cumulative significant impact can be mitigated by widening to provide third southbound through lane. The owner/permittee shall contribute its fair-share of 2.92 percent of the cost of this improvement, to the extent feasible.</p> <p><b>Tra-48 La Media Road/Lone Star Road:</b> The project’s contribution to this cumulative significant impact can be mitigated by widening to provide a second westbound right-turn lane. The owner/permittee shall contribute its fair-share of 2.85 percent of the cost of this improvement, to the extent feasible.</p> <p><i>Roadway Segments</i></p> <p><del>The project applicant shall perform</del> <u>Implementation of the following mitigation measures to would fully mitigate the project’s cumulatively significant impacts to roadway segments to below a level of significance the extent feasible.</u> Fair share contributions noted below are contained in Table BA of the Traffic Impact Study (Appendix J):</p> <p><b>Tra-49 Siempre Viva Road between La Media Road and the project site:</b> The widening and reclassification of this segment to an eight-lane primary would mitigate the project’s contribution to this cumulatively significant traffic impact to below a level of significance. The owner/permittee shall contribute its fair-share of 28.45 percent of the cost of this improvement, to the extent feasible.</p> <p><b>Tra-50 Siempre Viva Road between Britannia Boulevard and Cactus Road:</b> The widening and reclassification of this segment to an eight-lane primary would mitigate the project’s contribution to this cumulatively significant impact. The owner/permittee shall contribute its fair-share of 20.34 percent of the cost of this improvement, to the extent feasible.</p>	

<b>Table ES-1 (cont.) PROJECT IMPACTS AND PROPOSED MITIGATION</b>		
<b>IMPACT</b>	<b>MITIGATION MEASURES</b>	<b>ANALYSIS OF SIGNIFICANCE AFTER MITIGATION</b>
<b>TRANSPORTATION/CIRCULATION (cont.)</b>		
	<p><u>Buildout (cont.)</u></p> <p><i>Roadway Segments (cont.)</i></p> <p><b>Tra-51</b> <u>Airway Road between SR-905 and La Media Road</u>: The widening and reclassification of this segment to a six-lane major would mitigate the project's contribution to this cumulatively significant impact. The owner/permittee shall contribute its fair-share of 1.10 percent of the cost of this improvement, to the extent feasible.</p> <p><b>Tra-52</b> <u>Airway Road between Britannia Boulevard and Cactus Road</u>: The widening and reclassification of this segment to a six-lane primary would mitigate the project's contribution to this cumulatively significant impact. The owner/permittee shall contribute its fair-share of 1.90 percent of the cost of this improvement, to the extent feasible.</p> <p><b>Tra-53</b> <u>Airway Road between Cactus Road and Heritage Road</u>: The widening and reclassification of this segment to a six-lane primary would mitigate the project's contribution to this cumulatively significant impact. The owner/permittee shall contribute its fair-share of 23.00 percent of the cost of this improvement, to the extent feasible.</p> <p><b>Tra-54</b> <u>Airway Road between Heritage Road and Caliente Avenue</u>: The widening and reclassification of this segment to an eight-lane primary would mitigate the project's contribution to this cumulatively significant impact. The owner/permittee shall contribute its fair-share of 9.60 percent of the cost of this improvement, to the extent feasible.</p> <p><b>Tra-55</b> <u>Otay Mesa Road between SR-125 southbound ramp and La Media Road</u>: Reclassify the six-lane major to a six-lane primary arterial. The owner/permittee shall contribute its fair-share of 33.83 percent of the cost of this improvement, to the extent feasible.</p>	

<b>Table ES-1 (cont.) PROJECT IMPACTS AND PROPOSED MITIGATION</b>		
<b>IMPACT</b>	<b>MITIGATION MEASURES</b>	<b>ANALYSIS OF SIGNIFICANCE AFTER MITIGATION</b>
<b>TRANSPORTATION/CIRCULATION (cont.)</b>		
	<p><u>Buildout (cont.)</u></p> <p><i>Roadway Segments (cont.)</i></p> <p><b>Tra-56</b> <u>Otay Mesa Road between Cactus Road and Heritage Road</u>: The widening and reclassification of this segment to an eight-lane primary would mitigate the project's contribution to this cumulatively significant impact. The owner/permittee shall contribute its fair-share of 12.19 percent of the cost of this improvement, to the extent feasible.</p> <p><b>Tra-57</b> <u>La Media Road between Lone Star Road and Otay Mesa Road</u>: The widening and reclassification of this segment to an eight-lane primary would mitigate the project's contribution to this cumulatively significant impact. The owner/permittee shall contribute its fair-share of 9.03 percent of the cost of this improvement, to the extent feasible.</p> <p><b>Tra-58</b> <u>La Media Road between Otay Mesa Road and SR-905</u>: The widening and reclassification of this segment to an eight-lane primary would mitigate the project's contribution to this cumulatively significant impact. The owner/permittee shall contribute its fair-share of 20.36 percent of the cost of this improvement, to the extent feasible.</p> <p><b>Tra-59</b> <u>La Media Road between SR-905 and Airway Road</u>: The widening and reclassification of this segment to an eight-lane primary would mitigate the project's contribution to this cumulatively significant impact. The owner/permittee shall contribute its fair-share of 13.30 percent of the cost of this improvement, to the extent feasible.</p>	

<b>Table ES-1 (cont.) PROJECT IMPACTS AND PROPOSED MITIGATION</b>		
<b>IMPACT</b>	<b>MITIGATION MEASURES</b>	<b>ANALYSIS OF SIGNIFICANCE AFTER MITIGATION</b>
<b>TRANSPORTATION/CIRCULATION (cont.)</b>		
	<p><u>Buildout (cont.)</u></p> <p><i>Roadway Segments (cont.)</i></p> <p><b>Tra-60</b> <u>La Media Road between Airway Road and Siempre Viva Road</u>: The widening and reclassification of this segment to a six-lane major would mitigate the project's contribution to this cumulatively significant impact. The owner/permittee shall contribute its fair-share of 29.86 percent of the cost of this improvement, to the extent feasible.</p> <p><b>Tra-61</b> <u>Britannia Boulevard between SR-905 and Airway Road</u>: The widening and reclassification of this segment from a six-lane major arterial to an eight-lane primary would mitigate the project's contribution to this cumulatively significant impact. The owner/permittee shall contribute its fair-share of 27.58 percent of the cost of this improvement, to the extent feasible.</p> <p><b>Tra-62</b> <u>Britannia Boulevard between Airway Road and Siempre Viva Road</u>: The reclassification of this segment from a six-lane major arterial to a six-lane primary arterial would mitigate the project's contribution to this cumulatively significant impact. The owner/permittee shall contribute its fair-share of 37.44 percent of the cost of this improvement, to the extent feasible.</p> <p><b>Tra-63</b> <u>Cactus Road between Airway Road and Siempre Viva Road</u>: The widening, installation of a raised center median, and reclassification of a four-lane collector to a four-lane major would mitigate the project's contribution to this cumulatively significant impact. The owner/permittee shall contribute its fair-share of 37.15 percent of the cost of this improvement, to the extent feasible.</p>	

<b>Table ES-1 (cont.) PROJECT IMPACTS AND PROPOSED MITIGATION</b>		
<b>IMPACT</b>	<b>MITIGATION MEASURES</b>	<b>ANALYSIS OF SIGNIFICANCE AFTER MITIGATION</b>
<b>TRANSPORTATION/CIRCULATION (cont.)</b>		
	<p><u>Buildout (cont.)</u></p> <p><i>Roadway Segments (cont.)</i></p> <p><b>Tra-64</b> <u>Heritage Road-Otay Valley Road between Avenida de las Vistas and Otay Mesa Road:</u> The widening and reclassification of this segment from a six-lane major arterial to a six-lane primary arterial would mitigate the project’s contribution to this cumulatively significant impact. Widening of this segment to a six-lane major would partially mitigate the project’s contribution to this cumulatively significant impact. The owner/permittee shall contribute its fair-share of 9.03 percent of the cost of this improvement, to the extent feasible.</p> <p><b>Tra-65</b> <u>Heritage Road between SR-905 and Airway Road:</u> The widening and reclassification of this segment to a six-lane primary arterial would mitigate the project’s contribution to this cumulatively significant impact. Widening of this segment to a six-lane major arterial would partially mitigate the project's cumulative significant impacts. The owner/permittee shall contribute its fair-share of 10.62 percent of the cost of this improvement, to the extent feasible.</p> <p><b>Tra-66</b> <u>Otay Pacific Drive between Siempre Viva Road and Otay Pacific Place:</u> Widen the roadway from a two-lane collector and construct a raised center median to provide a four-lane major arterial. This requires reclassification of this roadway to a four-lane major arterial, which is part of the proposed Community Plan Amendment. This is the same mitigation measure as Tra-21 identified in Phase 2.</p> <p><b>Tra-67</b> <u>Las Californias Drive between Siempre Viva Road and Otay Pacific Place:</u> Restripe the roadway to a two-lane collector with center two-way left-turn lane (15,000 ADT capacity) arterial. This requires reclassification of this roadway to a two-lane collector with a two-way left-turn lane, which is part of the proposed Community Plan Amendment. The owner/permittee is responsible for the full cost of this improvement.</p>	

<b>Table ES-1 (cont.) PROJECT IMPACTS AND PROPOSED MITIGATION</b>		
<b>IMPACT</b>	<b>MITIGATION MEASURES</b>	<b>ANALYSIS OF SIGNIFICANCE AFTER MITIGATION</b>
<b>TRANSPORTATION/CIRCULATION (cont.)</b>		
	<p><u>Buildout (cont.)</u></p> <p><i>Roadway Segments (cont.)</i></p> <p><b>Tra-68</b> <u>Otay Pacific Place between Otay Pacific Drive and Las Californias Drive</u>: Widen the roadway from a two-lane collector to a four-lane collector arterial. This requires reclassification of this roadway to a four-lane collector arterial, which is part of the proposed Community Plan Amendment. This is the same mitigation measure as Tra-7 identified in Phase 1 and Tra-22 identified in Phase 2.</p> <p>The following mitigation measure would partially mitigate the project's cumulative impacts to <u>this roadway segment</u> during project Buildout:</p> <p><b>Tra-69</b> <u>Siempre Viva Road between the project site and Britannia Boulevard</u>: The widening and reclassification of this segment to an eight-lane primary would partially mitigate the project's contribution to this cumulatively significant impact. The owner/permittee shall contribute its fair-share of 37.96 percent of the cost of this improvement, to the extent feasible.</p> <p><i>Freeway Segments</i></p> <p>Under the Buildout Adopted Community Plan conditions, the following freeway improvements are required to reduce the project's cumulative significant impacts to <del>below a level of significance</del><u>the extent feasible</u>. Fair share contributions noted below are contained in Table BB of the Traffic Impact Study (Appendix J):</p> <p><b>Tra-70</b> <u>I-805 between Palomar Street and Main Street</u>: I-805 is identified for managed lanes in the April 2011 Draft RTP 2050. Addition of one managed lane in each direction would mitigate the project's contribution to this cumulatively significant impact. The owner/permittee shall contribute its fair-share of 10.22 percent of the cost of this improvement, to the extent feasible.</p>	



<b>Table ES-1 (cont.) PROJECT IMPACTS AND PROPOSED MITIGATION</b>		
<b>IMPACT</b>	<b>MITIGATION MEASURES</b>	<b>ANALYSIS OF SIGNIFICANCE AFTER MITIGATION</b>
<b>TRANSPORTATION/CIRCULATION (cont.)</b>		
	<p><u>Buildout (cont.)</u></p> <p><i>Freeway Segments (cont.)</i></p> <p><b>Tra-71</b> <u>I-805 between Main Street and Palm Avenue</u>: Addition of one managed lane in each direction would mitigate the project’s contribution to this cumulatively significant impact. The owner/permittee shall contribute its fair-share of 10.47 percent of the cost of this improvement, to the extent feasible.</p> <p><b>Tra-72</b> <u>I-805 between Palm Avenue and SR-905</u>: Addition of one managed lane in each direction would mitigate the project’s contribution to this cumulatively significant impact. The owner/permittee shall contribute its fair-share of 35.45 percent of the cost of this improvement, to the extent feasible.</p> <p><b>Tra-73</b> <u>SR-905 between I-805 and Picador Boulevard</u>: Addition of one HOV lane in each direction would mitigate the project’s contribution to this cumulatively significant impact. The owner/permittee shall contribute its fair-share of 17.69 percent of the cost of this improvement, to the extent feasible.</p> <p><b>Tra-74</b> <u>SR-905 between Picador Boulevard and Beyer Boulevard</u>: Addition of one HOV lane in each direction would mitigate the project’s contribution to this cumulatively significant impact. The owner/permittee shall contribute its fair-share of 10.18 percent of the cost of this improvement, to the extent feasible.</p> <p><b>Tra-75</b> <u>SR-905 between Britannia Boulevard and Heritage Road</u>: Addition of one HOV lane in each direction would mitigate the project’s contribution to this cumulatively significant impact. The owner/permittee shall contribute its fair-share of 6.80 percent of the cost of this improvement, to the extent feasible.</p> <p><b>Tra-76</b> <u>SR-905 between Heritage Road and Caliente Avenue</u>: Addition of one HOV lane in each direction would mitigate the project’s contribution to this cumulatively significant impact. The owner/permittee shall contribute its fair-share of 7.31 percent of the cost of this improvement, to the extent feasible.</p> <p><b>Tra-77</b> <u>SR-905 between Caliente Avenue and I-805</u>: Addition of one HOV lane in each direction would mitigate the project’s contribution to this cumulatively significant impact. The owner/permittee shall contribute its fair-share of 11.98 percent of the cost of this improvement, to the extent feasible.</p>	

<b>Table ES-1 (cont.) PROJECT IMPACTS AND PROPOSED MITIGATION</b>		
<b>IMPACT</b>	<b>MITIGATION MEASURES</b>	<b>ANALYSIS OF SIGNIFICANCE AFTER MITIGATION</b>
<b>TRANSPORTATION/CIRCULATION (cont.)</b>		
	<p><u>Buildout (cont.)</u></p> <p><i>Freeway Segments (cont.)</i></p> <p><b>Tra-78</b> <u>SR-125 between Otay Mesa Road and Lone Star Road:</u> Addition of one lane in each direction would mitigate the project's contribution to this cumulatively significant impact. The owner/permittee shall contribute its fair-share of 3.79 percent of the cost of this improvement, to the extent feasible.</p> <p><b>Tra-79</b> <u>SR-125 between SR-905 and Siempre Viva Road:</u> Addition of one lane in each direction would mitigate the project's contribution to this cumulatively significant impact. The owner/permittee shall contribute its fair-share of 3.16 percent of the cost of this improvement, to the extent feasible.</p> <p><i>Freeway Ramp Meters</i></p> <p>Under the Buildout Adopted Community Plan conditions, the following ramp meter improvements are required to partially mitigate the project's cumulative significant impacts. Fair share contributions noted below are contained in Table BC of the Traffic Impact Study (Appendix J):</p> <p><b>Tra-80</b> <u>SR-125 northbound ramp at Otay Mesa Road:</u> The construction of an additional lane on the on-ramp would partially mitigate the project's contribution to this cumulatively impacts and provide additional storage area to facilitate the flow of through traffic. The owner/permittee shall contribute its fair-share of 11.45 percent of the cost of this improvement, to the extent feasible.</p> <p><b>Tra-81</b> <u>SR-905 southbound ramps at Siempre Viva Road:</u> The construction of an additional lane on the on-ramp would partially mitigate the project's contribution to this cumulatively impacts and provide additional storage area to facilitate the flow of through traffic. The owner/permittee shall contribute its fair-share of 2.83 percent of the cost of this improvement, to the extent feasible.</p>	

<b>Table ES-1 (cont.) PROJECT IMPACTS AND PROPOSED MITIGATION</b>		
<b>IMPACT</b>	<b>MITIGATION MEASURES</b>	<b>ANALYSIS OF SIGNIFICANCE AFTER MITIGATION</b>
<b>TRANSPORTATION/CIRCULATION (cont.)</b>		
	<p><u>Buildout (cont.)</u></p> <p><i>Freeway Ramp Meters (cont.)</i></p> <p><b>Tra-82</b> <u>SR-905 northbound ramps at Siempre Viva Road</u>: The construction of an additional lane on the on-ramp would partially mitigate the project's contribution to this cumulatively impacts and provide additional storage area to facilitate the flow of through traffic. The owner/permittee shall contribute its fair-share of 4.58 percent of the cost of this improvement, to the extent feasible.</p> <p><b>Tra-83</b> <u>SR-905 westbound ramps at Caliente Avenue</u>: The construction of an additional lane on the on-ramp would partially mitigate the project's contribution to this cumulatively impact and provide additional storage area to facilitate the flow of through traffic. The owner/permittee shall contribute its fair-share of 6.25 percent of the cost of this improvement, to the extent feasible.</p> <p><b>Tra-84</b> <u>SR-905 westbound ramps at Heritage Road</u>: The construction of an additional lane on the on-ramp would partially mitigate the project's contribution to this cumulatively impact and provide additional storage area to facilitate the flow of through traffic. The owner/permittee shall contribute its fair-share of 7.99 percent of the cost of this improvement, to the extent feasible.</p> <p><b>Tra-85</b> <u>SR-905 westbound ramps at Britannia Boulevard</u>: The construction of an additional lane on the on-ramp would partially mitigate the project's contribution to this cumulatively impact and provide additional storage area to facilitate the flow of through traffic. The owner/permittee shall contribute its fair-share of 19.87 percent of the cost of this improvement, to the extent feasible.</p>	

<b>Table ES-1 (cont.) PROJECT IMPACTS AND PROPOSED MITIGATION</b>		
<b>IMPACT</b>	<b>MITIGATION MEASURES</b>	<b>ANALYSIS OF SIGNIFICANCE AFTER MITIGATION</b>
<b>TRANSPORTATION/CIRCULATION (cont.)</b>		
	<p><u>Buildout (cont.)</u></p> <p><i>Freeway Ramp Meters (cont.)</i></p> <p>The following <u>general</u> mitigation measure shall be implemented by the project <u>applicant</u> as each lot of the project builds out.</p> <p><b>Tra-86</b> <u>For each development proposed within the project, the project applicant(s) shall submit to the City a Tracking Table that provides a summary of total ADT generated, AM peak hour in, AM peak hour out, PM peak hour in, and PM peak hour out to allow for a flexible development program while ensuring that the total ADT and peak hour thresholds for the project are not exceeded. Should the buildout of the project result in an excess of any of the above trip thresholds an amendment to this permit, or further traffic analysis demonstrating that no new significant traffic impacts would result, shall be completed by the –applicant(s).As development proceeds on each lot, The the owner/permittee shall submit to the City a table that provides a summary of total ADT generated, AM peak hour trips generated in, AM –peak hour trips generated out, PM peak hour trips generated in, and PM peak hour trips generated out to allow for a flexible development program while ensuring that the total ADT and peak hour allocation remains intact for each lot.</u></p>	

<b>Table ES-1 (cont.) PROJECT IMPACTS AND PROPOSED MITIGATION</b>		
<b>IMPACT</b>	<b>MITIGATION MEASURES</b>	<b>ANALYSIS OF SIGNIFICANCE AFTER MITIGATION</b>
<b>TRANSPORTATION/CIRCULATION (cont.)</b>		
	<p><u>Existing Plus Project Impacts</u></p> <p><u>Intersections</u></p> <p>The following improvements shall be required, in addition to those required for Phases 1 and 2, to mitigate all roadway network locations where project traffic would result in significant impacts under the Existing Plus Project scenario and reduce those impacts to the extent feasible. The owner/permittee shall be fully responsible for all mitigation measures identified for the Existing Plus Project conditions, to the extent feasible. <b><u>If it is determined that required improvements identified in these mitigation measures are not feasible, as defined in Section 15364 of the State CEQA Guidelines, significant and unavoidable impacts would occur.</u></b></p> <p>The owner/permittee shall perform the following mitigation measures to reduce Existing Plus Project impacts to intersections to the extent feasible. If determined to not be feasible, Measures Tra-88 and Tra-89 would not be implemented:</p> <p><b><u>Tra-87</u></b> Britannia Boulevard/Otay Mesa Road: To the extent feasible, construct a second northbound right-turn lane. This is the same mitigation measure as Tra-1 identified for Phase 1, and Tra-10 identified for Phase 2.</p> <p><b><u>Tra-88</u></b> Britannia Boulevard/Airway Road: To the extent feasible, construct a designated southbound through lane.</p> <p><b><u>Tra-89</u></b> Britannia Boulevard/Siempre Viva Road: To the extent feasible, construct a second westbound right-turn lane, install a westbound right-turn overlap, and lengthen the dual southbound left-turn lanes by a minimum of 100 feet. A portion of this improvement is the same as mitigation measure Tra-33.</p> <p><u>Roadway Segments</u></p> <p>The owner/permittee shall perform the following mitigation measures to reduce Existing Plus Project impacts to roadway segments to the extent feasible:</p>	

<b>Table ES-1 (cont.) PROJECT IMPACTS AND PROPOSED MITIGATION</b>		
<b>IMPACT</b>	<b>MITIGATION MEASURES</b>	<b>ANALYSIS OF SIGNIFICANCE AFTER MITIGATION</b>
<b>TRANSPORTATION/CIRCULATION (cont.)</b>		
	<p><u>Existing Plus Project Impacts (cont.)</u></p> <p><u>Roadway Segments</u></p> <p><b><u>Tra-90</u></b> Siempre Viva Road between Otay Pacific Drive and Britannia Boulevard: From Otay Pacific Drive to Britannia Boulevard, to the extent feasible, widen the segment and construct raised median as necessary to provide a six-lane primary arterial.</p> <p><b><u>Tra-91</u></b> Siempre Viva Road between Otay Pacific Drive and Las Californias Drive: To the extent feasible, widen from a 2-lane collector (8,000 vehicle capacity) to a 4-lane collector without a center lane (15,000 vehicle capacity). A portion of this mitigation measure is the same as mitigation measure Tra-12.</p> <p><b><u>Tra-92</u></b> Airway Road between La Media Road and Britannia Boulevard: To the extent feasible, widen the two-lane collector (capacity 10,000 ADT) to a two-lane collector arterial with a center two-way left turn lane (capacity 15,000 ADT). This improvement is the same as mitigation measure Tra-15 for the Phase 2 condition.</p> <p><b><u>Tra-93</u></b> Otay Mesa Road between SR-125 southbound ramp and La Media Road: To the extent feasible, widen a six-lane major arterial (capacity 50,000 ADT) to an eight-lane primary arterial (capacity 70,000 ADT).</p> <p><b><u>Tra-94</u></b> Otay Mesa Road between La Media Road and Britannia Boulevard: To the extent feasible, widen a seven-lane major arterial (capacity 55,000 ADT) to an eight-lane primary arterial (capacity 70,000 ADT).</p> <p><b><u>Tra-95</u></b> Otay Mesa Road between Britannia Boulevard and Cactus Road: To the extent feasible, widen a six-lane major arterial (capacity 60,000 ADT) to an eight-lane primary arterial (capacity 70,000 ADT).</p> <p><b><u>Tra-96</u></b> Otay Mesa Road between Cactus Road and Heritage Road: To the extent feasible, widen the six-lane primary arterial (capacity 60,000 ADT) to an eight-lane primary arterial (capacity 70,000 ADT). This mitigation measure is the same improvement as Tra-56 for the Buildout condition.</p>	

<b>Table ES-1 (cont.) PROJECT IMPACTS AND PROPOSED MITIGATION</b>		
<b>IMPACT</b>	<b>MITIGATION MEASURES</b>	<b>ANALYSIS OF SIGNIFICANCE AFTER MITIGATION</b>
<b>TRANSPORTATION/CIRCULATION (cont.)</b>		
	<p><u>Existing Plus Project Impacts (cont.)</u></p> <p><u>Roadway Segments (cont.)</u></p> <p><b>Tra-97</b> Otay Mesa Road between Heritage Road and Caliente Avenue: To the extent feasible, widen the six-lane primary arterial (capacity 60,000 ADT) to an eight-lane primary arterial (capacity 70,000 ADT).</p> <p><b>Tra-98</b> Britannia Boulevard between Otay Mesa Road and Airway Road: To the extent feasible, widen the four-lane collector (capacity 30,000) to a six-lane primary arterial (capacity 60,000 ADT).</p> <p><b>Tra-99</b> Britannia Boulevard between Airway Road and Siempre Viva Road: To the extent feasible, widen the four-lane collector (capacity 30,000) to a six-lane primary arterial (capacity 60,000 ADT).</p> <p><b>Tra-100</b> Heritage Road-Otay Valley Road between Avenida De Las Vistas and Otay Mesa Road: To the extent feasible, widen the two-lane collector (capacity 10,000 ADT) to a two-lane collector with a center two-way left turn lane (capacity 15,000 ADT).</p> <p><u>Freeway Segments</u></p> <p>The owner/permittee shall perform the following mitigation measures to reduce Existing Plus Project impacts to freeway mainline segments to the extent feasible:</p> <p><b>Tra-101</b> I-5 north of Palm Avenue: To the extent feasible, construct one managed lane in the southbound direction consistent with the April 2011 Draft Regional Transportation Plan (RTP) 2050.</p>	

<b>Table ES-1 (cont.) PROJECT IMPACTS AND PROPOSED MITIGATION</b>		
<b>IMPACT</b>	<b>MITIGATION MEASURES</b>	<b>ANALYSIS OF SIGNIFICANCE AFTER MITIGATION</b>
<b>TRANSPORTATION/CIRCULATION (cont.)</b>		
	<p><u>Existing Plus Project Impacts (cont.)</u></p> <p><u>Roadway Segments (cont.)</u></p> <p><b>Tra-102</b> SR-905 between Caliente Avenue and I-805: To the extent feasible, construct one general purpose lane in each direction.</p> <p><u>Congestion Management Program Arterials</u></p> <p><u>Implementation of Tra-92 through Tra-96 by the owner permittee would increase roadway capacity, arterial speed and restore LOS and mitigate Existing Plus Project impacts to the extent feasible along Otay Mesa Road between SR-125 and Caliente Avenue.</u></p>	



<b>Table ES-1 (cont.) PROJECT IMPACTS AND PROPOSED MITIGATION</b>		
<b>IMPACT</b>	<b>MITIGATION MEASURES</b>	<b>ANALYSIS OF SIGNIFICANCE AFTER MITIGATION</b>
<b>NOISE</b>		
<p>Implementation of stationary equipment by the proposed project could exceed property line noise limits established in the City Noise Ordinance.</p>	<p><b>Noi – 1</b> All ground-mounted HVAC systems shall utilize a noise control barrier surrounding the equipment; the top of the surrounding wall must be at least two feet higher than the tallest equipment in the enclosure. The barrier would be required to meet the following minimum criteria::</p> <ul style="list-style-type: none"> <li>▪ Sound attenuation barriers shall be a single, solid sound wall constructed of masonry, wood, plastic, fiberglass, steel, or a combination of those materials.</li> <li>▪ There shall be no cracks or gaps through the wall; any seems or cracks must be filled or caulked.</li> <li>▪ If wood is used, it can be tongue and groove and must be at least one inch thick or have a surface density of at least 3.5pounds per square foot.</li> <li>▪ Where architectural or aesthetic factors follow, glass or clear plastic may be used in the upper portion.</li> <li>▪ Sheet metal of 18-gauge (minimum) may be used, if it meets the other criteria and is properly supported and stiffened so that it does not rattle or create noise itself from vibration or wind.</li> <li>▪ Any doors or gates must be designed with overlapping closures at the bottom and sides and meet the minimum specifications of the wall materials.</li> <li>▪ Any gate(s) must be of ¾-inch or thicker wood, 18-gauge or thicker solid sheet metal, or an exterior-grade solid-core steel with prefabricated door jams.</li> </ul> <p><b>Noi – 2</b> All rooftop-mounted HVAC systems shall utilize parapet walls surrounding the equipment; the top of the surrounding walls must be equal to the tallest piece of equipment.</p> <p><b>Noi – 3</b> Backup generators shall be enclosed in a standard type two noise control cabinet and protected by a noise control barrier at least two feet higher than the top of the generator. The barrier shall meet the following minimum criteria:</p> <ul style="list-style-type: none"> <li>▪ Sound attenuation barriers shall be a single, solid sound wall constructed of masonry, wood, plastic, fiberglass, steel, or a combination of those materials.</li> <li>▪ There shall be no cracks or gaps through the wall; any seems or cracks must be filled or caulked.</li> <li>▪ If wood is used, it can be tongue and groove and must be at least one inch thick or have a surface density of at least 3.5pounds per square foot</li> </ul>	<p>Less than Significant</p>

<b>Table ES-1 (cont.) PROJECT IMPACTS AND PROPOSED MITIGATION</b>		
<b>IMPACT</b>	<b>MITIGATION MEASURES</b>	<b>ANALYSIS OF SIGNIFICANCE AFTER MITIGATION</b>
<b>NOISE (cont.)</b>		
	<p><b>Noi – 3 (cont.):</b></p> <ul style="list-style-type: none"> <li>▪ Where architectural or aesthetic factors follow, glass or clear plastic may be used in the upper portion.</li> <li>▪ Sheet metal of 18-gauge (minimum) may be used, if it meets the other criteria and is properly supported and stiffened so that it does not rattle or create noise itself from vibration or wind.</li> <li>▪ Any doors or gates must be designed with overlapping closures at the bottom and sides and meet the minimum specifications of the wall materials. Any gate(s) must be of ¾-inch or thicker wood, 18-gauge or thicker solid sheet metal, or an exterior-grade solid-core steel with prefabricated door jams.</li> </ul>	
<p>Implementation of the proposed project could result in potentially significant exterior and interior noise impacts to on-site uses as a result of transportation noise levels exceeding the standards established in the Transportation Element of the General Plan.</p>	<p><b>Noi – 4</b> Prior to issuance of building permits for lots 1, 2, 5, 6, 7, 8, 11, 12, 13, 19, 20, 23, 24, 25, 26, 29, and 30, an exterior-to-interior noise analysis shall be completed to assess off-site noise sources and determine if related interior noise standards are met for on-site commercial uses, assuming the land uses proposed in the CBF plus hotel, commercial and industrial development scenario. Appropriate noise planning and attenuation measures identified in the noise analysis shall be incorporated into the project design to ensure compliance with the General Plan Noise Element Land use - Noise Compatibility Guidelines.</p> <p><b>Noi – 5</b> Prior to issuance of a building permit for lot 8, an exterior-to-interior noise analysis shall be completed to assess off-site noise sources and determine if related interior noise standards are met for on-site uses within the CBF building, assuming the land uses proposed in the CBF plus industrial development scenario. Appropriate noise planning and attenuation measures identified in the noise analysis shall be incorporated into the project design to ensure compliance with the General Plan Noise Element Land use - Noise Compatibility Guidelines.</p> <p><b>Noi – 6</b> Prior to issuance of building permits for lots 1, 2, 18, 19, 20, 29, and 30, a noise analysis shall be completed to assess building-specific stationary noise sources and determine if related noise standards are met for on-site exterior use areas, assuming the land uses proposed in the CBF plus hotel, commercial and industrial development scenario. Appropriate noise planning and attenuation measures identified in the noise analysis shall be incorporated into the project design to ensure compliance with the Noise Ordinance noise limits for stationary sources.</p>	<p>Less than Significant</p>

<b>Table ES-1 (cont.) PROJECT IMPACTS AND PROPOSED MITIGATION</b>		
<b>IMPACT</b>	<b>MITIGATION MEASURES</b>	<b>ANALYSIS OF SIGNIFICANCE AFTER MITIGATION</b>
<b>AIR QUALITY</b>		
Implementation of the proposed project would conflict with or obstruct implementation of the applicable air quality plan.	The project would intensify development at the site; the existing Otay Pacific Industrial Park would have produced approximately 8,000 average daily trips (ADT), while the proposed project would produce a net of 16,176 ADT. The project would therefore not be consistent with the SANDAG projections for emissions in the region, and would have the potential to result in a significant impact due to inconsistency with the RAQS and SIP. No mitigation measures are feasible to reduce operational emissions of ozone precursors since the majority of emissions would be the result of vehicles accessing the various uses proposed on site.	Significant and Unavoidable
Implementation of the proposed project would cause a violation in an air quality standard or contribute substantially to an existing or projected air quality violation.	<p>No mitigation measures would be required for construction emissions as impacts would not occur due to the City's requirements to comply with San Diego Municipal Code Section 142.0710. Emissions from project operations are mainly generated from vehicles associated with site activities. A main contributor to the emissions is the use of trucks and other vehicles to transport cargo associated with the industrial office/warehouse uses proposed on site. There are no measures that would reduce the number or types of trucks accessing the site because of the range permitted industrial uses and industrial nature of the proposed project. Future state regulations designed to address emissions from cargo trucks will reduce emissions from truck traffic, to the extent possible. Despite the reduction in idling time at the International border attributable to the proposed project, there are no feasible measures available to reduce long-term operational emissions since the primary source of such emissions is vehicles accessing the site, particularly the CBF component of the project, and the applicant has no control over the source. No regional transit is planned for the project area that would reduce the number of vehicles drawn to the project site; although connections to bus transit could reduce operational emissions, no new routes are planned at this time.</p> <p>Energy efficiency measures will be required to be integrated into future buildings constructed on site as increasingly stringent requirements under state building standards (Title 24) are implemented. The energy efficiencies would reduce stationary source emissions from energy use; however, the contribution of emissions from energy use and other area sources would be minor in comparison with vehicle emissions.</p>	Significant and Unavoidable

<b>Table ES-1 (cont.) PROJECT IMPACTS AND PROPOSED MITIGATION</b>		
<b>IMPACT</b>	<b>MITIGATION MEASURES</b>	<b>ANALYSIS OF SIGNIFICANCE AFTER MITIGATION</b>
<b>AIR QUALITY (cont.)</b>		
Implementation of the proposed project would not result in significant air quality impacts associated with CO “hot spots” or expose sensitive receptors to substantial pollutant concentrations.	None Required	Less than Significant
<b>GREENHOUSE GAS EMISSIONS</b>		
Implementation of the proposed project would not result in the generation of direct or indirect greenhouse gas (GHG) emissions that may have a significant impact on the environment.	None Required	Less than Significant
Implementation of the proposed project would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs, including Assembly Bill 32 and the City’s <i>Climate Protection Action Plan</i> and General Plan.	None Required	Less than Significant
<b>ENERGY</b>		
Construction and operation of the proposed project would not result in the use of excessive amounts of electrical power.	None Required	Less than Significant
Implementation of the proposed project would not result in the use of excessive amounts of fuel or other forms of energy (including natural gas, oil, etc.)	None Required	Less than Significant

<b>Table ES-1 (cont.) PROJECT IMPACTS AND PROPOSED MITIGATION</b>		
<b>IMPACT</b>	<b>MITIGATION MEASURES</b>	<b>ANALYSIS OF SIGNIFICANCE AFTER MITIGATION</b>
<b>PALEONTOLOGICAL RESOURCES</b>		
<p>Implementation of the proposed project could result in a potentially significant impact to paleontological resources within moderately sensitive Pleistocene terrace deposits.</p>	<p><b>Paleo – 1:</b> During the phased project development period, grading and excavation activities may potentially affect the moderate-sensitivity Pleistocene terrace deposits within the project site, particularly in association with construction of the Cross Border Facility and the related pedestrian bridge. The excavation process for phased project grading in applicable locations shall be regularly monitored, and the results reported to the City Mitigation Monitoring Coordinator (MMC) by qualified paleontologists, as outlined below.</p> <p>If, during subsequent development and review of project grading and excavation plans, it is determined by appropriate City and technical personnel that project development in any individual phase would not exceed the noted threshold, the following mitigation requirements may be reduced or eliminated at the discretion of the City.</p> <p><b>I. Prior to Permit Issuance</b></p> <p><b>A. Entitlements Plan Check</b></p> <p>1. Prior to issuance of any construction permits, including but not limited to, the first Grading Permit, Demolition Plans/Permits and Building Plans/Permits or a Notice to Proceed for Subdivisions, but prior to the first preconstruction (Precon) meeting, whichever is applicable, the Assistant Deputy Director (ADD) Environmental designee shall verify that the requirements for Paleontological Monitoring have been noted on the appropriate construction documents.</p>	<p>Less than Significant</p>

<b>Table ES-1 (cont.) PROJECT IMPACTS AND PROPOSED MITIGATION</b>		
<b>IMPACT</b>	<b>MITIGATION MEASURES</b>	<b>ANALYSIS OF SIGNIFICANCE AFTER MITIGATION</b>
<b>PALEONTOLOGICAL RESOURCES (cont.)</b>		
	<p><b>Paleo – 1 (cont.):</b></p> <p>B. Letters of Qualification have been submitted to ADD</p> <ol style="list-style-type: none"> <li>1. Due to the phased nature of proposed development, each individual project phase may require a focused mitigation program. For each excavation phase, the applicant shall submit a letter of verification to the Mitigation Monitoring Coordination (MMC) identifying the Principal Investigator (PI) for the project and the names of all persons involved in the paleontological monitoring program, as defined in the City of San Diego Paleontology Guidelines.</li> <li>2. The MMC will provide a letter to the applicant confirming the qualifications of the PI and all persons involved in the paleontological monitoring of the project for each development phase.</li> <li>3. Prior to the start of work, the applicant shall obtain approval from the MMC for any personnel changes associated with the monitoring program.</li> </ol> <p><b>II. Prior to Start of Construction</b></p> <p>A. Verification of Records Search</p> <ol style="list-style-type: none"> <li>1. The PI shall provide verification to the MMC that a site specific records search has been completed. Verification includes, but is not limited to a copy of a confirmation letter from the San Diego Natural History Museum, other institution or, if the search was in-house, a letter of verification from the PI stating that the search was completed.</li> <li>2. The letter shall introduce any pertinent information concerning expectations and probabilities of discovery during trenching and/or grading activities.</li> </ol>	

<b>Table ES-1 (cont.) PROJECT IMPACTS AND PROPOSED MITIGATION</b>		
<b>IMPACT</b>	<b>MITIGATION MEASURES</b>	<b>ANALYSIS OF SIGNIFICANCE AFTER MITIGATION</b>
<b>PALEONTOLOGICAL RESOURCES (cont.)</b>		
	<p><b>Paleo – 1 (cont.):</b></p> <p>B. PI Shall Attend Precon Meetings</p> <ol style="list-style-type: none"> <li>1. For each development phase, and prior to beginning any work that requires monitoring, the Applicant shall arrange a Precon Meeting that shall include the PI, Construction Manager (CM) and/or Grading Contractor, Resident Engineer (RE), Building Inspector (BI), if appropriate, and MMC. The qualified paleontologist shall attend any grading/excavation related Precon Meetings to make comments and/or suggestions concerning the Paleontological Monitoring program with the CM and/or Grading Contractor.                             <ol style="list-style-type: none"> <li>a. If the PI is unable to attend the Precon Meeting, the Applicant shall schedule a focused Precon Meeting with the MMC, PI, RE, CM or BI, if appropriate, prior to the start of any work that requires monitoring.</li> </ol> </li> <li>2. Identify Areas to be Monitored                              Prior to the start of any work that requires monitoring for a given phase of site development, the PI shall submit a Paleontological Monitoring Exhibit (PME) based on the appropriate construction documents (reduced to 11x17) to the MMC identifying the areas to be monitored including the delineation of grading/excavation limits. The PME shall be based on the results of a site specific records search as well as information regarding existing known soil conditions (native or formation).</li> <li>3. When Monitoring Will Occur                             <ol style="list-style-type: none"> <li>a. Prior to the start of any work for a given phase of site development, the PI shall also submit a construction schedule to the MMC through the RE indicating when and where monitoring will occur.</li> <li>b. The PI may submit a detailed letter to the MMC prior to the start of work or during construction requesting a modification to the monitoring program. This request shall be based on relevant information such as review of final construction documents which indicate conditions such as depth of excavation and/or site graded to bedrock, presence or absence of fossil resources, etc., which may reduce or increase the potential for resources to be present.</li> </ol> </li> </ol>	

<b>Table ES-1 (cont.) PROJECT IMPACTS AND PROPOSED MITIGATION</b>		
<b>IMPACT</b>	<b>MITIGATION MEASURES</b>	<b>ANALYSIS OF SIGNIFICANCE AFTER MITIGATION</b>
<b>PALEONTOLOGICAL RESOURCES (cont.)</b>		
	<p><b>Paleo – 1 (cont.):</b></p> <p><b>III. During Construction</b></p> <p>A. Monitor Shall be Present During Grading/Excavation/Trenching</p> <ol style="list-style-type: none"> <li>1. The monitor shall be present full-time during grading/excavation/trenching activities for each project phase as identified on the PME that could result in impacts to formations with moderate resource sensitivity (Pleistocene terrace deposits). <b>The CM is responsible for notifying the RE, PI, and MMC of changes to any construction activities such as in the case of a potential safety concern within the area being monitored. In certain circumstances Occupational Safety and Health Administration (OSHA) safety requirements may necessitate modification of the PME.</b></li> <li>2. The PI may submit a detailed letter to MMC during construction requesting a modification to the monitoring program when a field condition such as trenching activities that do not encounter formational soils as previously assumed, and/or when unique/unusual fossils are encountered, which may reduce or increase the potential for resources to be present.</li> <li>3. The monitor shall document field activity via the Consultant Site Visit Record (CSVR). The CSVRS shall be faxed by the CM to the RE the first day of monitoring, the last day of monitoring, monthly (<b>Notification of Monitoring Completion</b>), and in the case of ANY discoveries. The RE shall forward copies to the MMC.</li> </ol> <p>B. Discovery Notification Process</p> <ol style="list-style-type: none"> <li>1. In the event of a discovery, the Paleontological Monitor shall direct the contractor to temporarily divert trenching activities in the area of discovery and immediately notify the RE or BI, as appropriate.</li> <li>2. The Monitor shall immediately notify the PI (unless Monitor is the PI) of the discovery.</li> <li>3. The PI shall immediately notify the MMC by phone of the discovery, and shall also submit written documentation to the MMC within 24 hours by fax or email with photos of the resource in context, if possible.</li> </ol>	



<b>Table ES-1 (cont.) PROJECT IMPACTS AND PROPOSED MITIGATION</b>		
<b>IMPACT</b>	<b>MITIGATION MEASURES</b>	<b>ANALYSIS OF SIGNIFICANCE AFTER MITIGATION</b>
<b>PALEONTOLOGICAL RESOURCES (cont.)</b>		
	<p><b>Paleo – 1 (cont.):</b></p> <p>C. Determination of Significance</p> <ol style="list-style-type: none"> <li>1. The PI shall evaluate the significance of the resource.                             <ol style="list-style-type: none"> <li>a. The PI shall immediately notify the MMC by phone to discuss significance determination and shall also submit a letter to the MMC indicating whether additional mitigation is required. The determination of significance for fossil discoveries shall be at the discretion of the PI.</li> <li>b. If the resource is significant, the PI shall submit a Paleontological Recovery Program (PRP) and obtain written approval from the MMC. Impacts to significant resources must be mitigated before ground disturbing activities in the area of discovery will be allowed to resume.</li> <li>c. If the resource is not significant (e.g., small pieces of broken common shell fragments or other scattered common fossils) the PI shall notify the RE, or BI as appropriate, that a non-significant discovery has been made. The Paleontologist shall continue to monitor the area without notification to the MMC unless a significant resource is encountered.</li> <li>d. The PI shall submit a letter to the MMC indicating that fossil resources will be collected, curated, and documented in the Final Monitoring Report. The letter shall also indicate that no further work is required.</li> </ol> </li> </ol> <p><b>IV. Night and/or Weekend Work</b></p> <p>A. If night and/or weekend work is included in the contract</p> <ol style="list-style-type: none"> <li>1. When night and/or weekend work is included in the contract package, the extent and timing shall be presented and discussed at the Precon meeting.</li> <li>2. The following procedures shall be followed.                             <ol style="list-style-type: none"> <li>a. No Discoveries                                      In the event that no discoveries were encountered during night and/or weekend work, The PI shall record the information on the CSV and submit to the MMC via fax by 8 AM on the next business day.</li> </ol> </li> </ol>	

<b>Table ES-1 (cont.) PROJECT IMPACTS AND PROPOSED MITIGATION</b>		
<b>IMPACT</b>	<b>MITIGATION MEASURES</b>	<b>ANALYSIS OF SIGNIFICANCE AFTER MITIGATION</b>
<b>PALEONTOLOGICAL RESOURCES (cont.)</b>		
	<p><b>Paleo – 1 (cont.):</b></p> <ul style="list-style-type: none"> <li>b. Discoveries All discoveries shall be processed and documented using the existing procedures detailed in Section III - During Construction.</li> <li>c. Potentially Significant Discoveries If the PI determines that a potentially significant discovery has been made, the procedures detailed under Section III - During Construction shall be followed.</li> <li>d. The PI shall immediately contact the MMC, or by 8 AM on the next business day to report and discuss the findings as indicated in Section III-B, unless other specific arrangements have been made.</li> </ul> <p><b>B. If night work becomes necessary during the course of construction</b></p> <ul style="list-style-type: none"> <li>1. The Construction Manager shall notify the RE, or BI, as appropriate, a minimum of 24 hours before the work is to begin.</li> <li>2. The RE, or BI, as appropriate, shall notify the MMC immediately.</li> </ul> <p><b>C. All other procedures described above shall apply, as appropriate.</b></p> <p><b>V. Post Construction</b></p> <p><b>A. Preparation and Submittal of Draft Monitoring Reports</b></p> <ul style="list-style-type: none"> <li>1. The PI shall submit two copies of the Draft Monitoring Report (even if negative) for each development phase, prepared in accordance with the Paleontological Guidelines which describes the results, analysis, and conclusions of all phases of the Paleontological Monitoring Program (with appropriate graphics) to the MMC for review and approval within 90 days following the completion of monitoring,             <ul style="list-style-type: none"> <li>a. For significant paleontological resources encountered during monitoring, the Paleontological Recovery Program shall be included in the Draft Monitoring Reports.</li> </ul> </li> </ul>	

<b>Table ES-1 (cont.) PROJECT IMPACTS AND PROPOSED MITIGATION</b>		
<b>IMPACT</b>	<b>MITIGATION MEASURES</b>	<b>ANALYSIS OF SIGNIFICANCE AFTER MITIGATION</b>
<b>PALEONTOLOGICAL RESOURCES (cont.)</b>		
	<p><b>Paleo – 1 (cont.):</b></p> <ul style="list-style-type: none"> <li>b. Recording Sites with the San Diego Natural History Museum                      The PI shall be responsible for recording (on the appropriate forms) any significant or potentially significant fossil resources encountered during the Paleontological Monitoring Program in accordance with the City’s Paleontological Guidelines, and submittal of such forms to the San Diego Natural History Museum with the Final Monitoring Report.</li> <li>2. The MMC shall return the Draft Monitoring Reports to the PI for revision or for preparation of the Final Reports.</li> <li>3. The PI shall submit revised Draft Monitoring Reports to MMC for approval.</li> <li>4. The MMC shall provide written verification to the PI of the approved reports.</li> <li>5. The MMC shall notify the RE or BI, as appropriate, of receipt of all Draft Monitoring Report submittals and approvals.</li> <li>B. Handling of Fossil Remains                     <ul style="list-style-type: none"> <li>1. The PI shall be responsible for ensuring that all fossil remains collected are cleaned and catalogued.</li> <li>2. The PI shall be responsible for ensuring that all fossil remains are analyzed to identify function and chronology as they relate to the geologic history of the area; that faunal material is identified as to species; and that specialty studies are completed, as appropriate</li> </ul> </li> <li>C. Curation of fossil remains: Deed of Gift and Acceptance Verification                     <ul style="list-style-type: none"> <li>1. The PI shall be responsible for ensuring that all fossil remains associated with the monitoring for this project are permanently curated with an appropriate institution.</li> <li>2. The PI shall include the Acceptance Verification from the curation institution in the Final Monitoring Report submitted to the RE or BI and MMC.</li> </ul> </li> <li>D. Final Monitoring Reports                     <ul style="list-style-type: none"> <li>1. The PI shall submit two copies of the Final Monitoring Reports to the MMC (even if negative), within 90 days after notification from the MMC that the draft reports have been approved.</li> <li>2. The RE shall, in no case, issue the Notice of Completion until receiving a copy of the approved Final Monitoring Reports from the MMC which includes the Acceptance Verification from the curation institution.</li> </ul> </li> </ul>	

<b>Table ES-1 (cont.) PROJECT IMPACTS AND PROPOSED MITIGATION</b>		
<b>IMPACT</b>	<b>MITIGATION MEASURES</b>	<b>ANALYSIS OF SIGNIFICANCE AFTER MITIGATION</b>
<b>PUBLIC UTILITIES</b>		
Implementation of the proposed project would not result in the need for new systems or require substantial alterations to existing utilities, including those necessary for water, sewer, storm drains, and solid waste disposal.	None Required	Less than Significant
<b>BIOLOGICAL RESOURCES</b>		
Implementation of the proposed project would cause a significant direct and cumulative impact to burrowing owl due to loss of foraging habitat and a less than significant indirect impact to burrowing owl.	<p><b>Bio – 1</b> To avoid injuring or killing burrowing owl during final on-site grading, a pre-construction survey of the area where evidence of an occupied burrow was observed and where the burrowing owl was observed shall be conducted. The survey shall take place no more than 30 days prior to initiation of clearing and grading (and related activities such as equipment access or equipment/material staging). If necessary, weed removal (by whacking, bush hogging, or mowing) shall be conducted to make all potential burrows in the relevant impact area more easily observed. A qualified biologist shall monitor weed removal to ensure that active burrows are not disturbed during the process. Cameras may be used to determine if a burrow is active or inactive. A letter report shall be submitted to the Mitigation Monitoring Coordinator prior to the pre-construction meeting with the results of the pre-construction survey.</p> <p>Prior to the issuance of the first grading permit, any impacted individuals must be relocated out of the impact area using passive or active methods approved by the Wildlife Agencies and the City. In accordance with the approved method, a qualified biologist shall implement a relocation process including the collapse of the existing burrowing owl burrow within the project footprint consistent with the approved Exhibit A. At a minimum, the process would include the following:</p> <ul style="list-style-type: none"> <li>▪ If owls are present, a qualified biologist shall implement an eviction process with the use of one-way doors. Once the owls have vacated the burrows (this should take approximately 48 hours after installation of one-way doors), all burrows shall be carefully excavated (to confirm they are empty) and then filled to prevent occupation or reoccupation. A qualified biologist shall carry out the eviction, excavation, and filling.</li> </ul>	Less than Significant

<b>Table ES-1 (cont.) PROJECT IMPACTS AND PROPOSED MITIGATION</b>		
<b>IMPACT</b>	<b>MITIGATION MEASURES</b>	<b>ANALYSIS OF SIGNIFICANCE AFTER MITIGATION</b>
<b>BIOLOGICAL RESOURCES (cont.)</b>		
	<p><b>Bio – 2</b> Prior to issuance of the first grading permit, the applicant shall provide to the satisfaction of the City (a) two artificial owl burrows (constructed and/or purchased) in the Otay Mesa area, and (b) a plan outlining a two-year management and monitoring program for the artificial burrow site, unless the management entity already has a management program in place. The burrows may be located on conserved and managed land and shall be within the limits of the City’s MSCP Subarea Plan. Possible artificial owl burrow sites include the Otay A/B/C parcels, Robinhood Ridge preserve, Goat Mesa, City Public Utilities land, The Environmental Trust (TET) Otay Mesa sites, or other areas supporting suitable burrowing owl habitat. Use of City lands for an artificial burrow site would require review and approval by the City Department responsible for management of the selected parcel. The applicant shall be responsible for providing funding for maintenance associated with the artificial burrows, should that funding not already be in place.</p> <p><b>Bio – 3</b> To mitigate for potential direct impacts to burrowing owl, the applicant shall contract with a qualified biologist to conduct a pre-construction survey (four visits) within the limits of the project site footprint consistent with the approved Exhibit A. The survey shall take place no more than 30 days prior to initiation of clearing and grading (and related activities such as equipment access or equipment/material staging). If necessary, weed removal (by whacking, bush hogging, or mowing) shall be conducted to make potential burrows within the project footprint consistent with the approved Exhibit A more easily observed. A qualified biologist shall monitor weed removal to ensure that active burrows are not disturbed during the process. Cameras may be used to determine if any observed potential burrows are active or inactive. A letter report shall be submitted to the Mitigation Monitoring Coordinator (MMC) prior to the pre-construction meeting with the results of the preconstruction survey; <u>the MMC shall provide a copy of the preconstruction survey to the Wildlife Agencies for information purposes.</u> If burrowing owls are not detected during the pre-construction survey then no additional mitigation is necessary.</p> <p>If the survey identifies occupied burrowing owl burrows within the proposed project site footprint, consistent with the approved Exhibit A, then any impacted individuals must be relocated out of the impact area using measures conducted in accordance with Bio-3a or Bio-3b prior to initiation of construction activities (including operations such as such as equipment access or equipment/material staging). The measures to be implemented in the event of positive results (occupied burrows) depend on whether the project activities would occur within, or outside of, the burrowing owl breeding season (February 1 – August 31). If the protocol for relocating impacted owls changes from that described in Bio-3a or Bio-3b, the method for relocating owls shall be approved by the Wildlife Agencies and the City.</p>	

<b>Table ES-1 (cont.) PROJECT IMPACTS AND PROPOSED MITIGATION</b>		
<b>IMPACT</b>	<b>MITIGATION MEASURES</b>	<b>ANALYSIS OF SIGNIFICANCE AFTER MITIGATION</b>
<b>BIOLOGICAL RESOURCES (cont.)</b>		
	<p><b>Bio – 3 (cont.)</b>  <i>Outside of the breeding season</i></p> <ul style="list-style-type: none"> <li>▪ Bio-3a: If owls are occupying burrows within the project site footprint consistent with the approved Exhibit A and construction activities would occur outside of the breeding season, a qualified biologist shall implement a burrow eviction process with the use of one-way doors. Once the owls have vacated the burrows (this should take approximately 48 hours after installation of one-way doors) those burrows shall be carefully excavated (to confirm they are empty) and then filled to prevent occupation or reoccupation. A qualified biologist shall carry out the eviction, excavation, and filling. No additional measures would be required.</li> </ul> <p><i>Within the breeding season</i></p> <ul style="list-style-type: none"> <li>▪ Bio-3b: If owls are present within the project site footprint consistent with the approved Exhibit A and construction activities would occur between February 1 and August 31 (breeding season), no grading or construction activities shall occur within 300 feet of an active nest within the project site footprint consistent with the approved Exhibit A until the young have fledged. A qualified biologist shall monitor the nest burrow and make the determination as to when the young have fledged. When breeding activities have ended the biologist will implement a burrow eviction process (as described in Bio-3a) to ensure that no owls remain in the nest. When breeding is complete and owls have been cleared from the burrow, construction activities may resume. No additional measures would be required.</li> </ul>	
<p>Significant secondary impacts to off-site sensitive habitat, including non-native grassland, freshwater marsh, southern willow scrub, and disturbed wetland; as well as potential indirect impacts to burrowing owl in the vicinity of proposed improvements along Otay Mesa Road; would occur from implementing proposed traffic mitigation measures.</p>	<p><b>Bio-4</b> Prior to issuance of grading permits for proposed off-site roadway improvements (i.e., in association with Tra-3, Tra-6/<del>21</del>23, Tra-12, and Tra-17), related direct impacts to non-native grassland habitat shall be mitigated at the appropriate ratio, depending on whether or not the impacted habitat is occupied by burrowing owls (as identified below in Bio-4a and Bio-4b). This measure shall be implemented through <del>either</del> habitat preservation in appropriate areas (upon approval by the Wildlife Agencies), <del>or</del> payment into the City’s Habitat Acquisition Fund (HAF), <u>purchase of the mitigation credits from the City’s Marron Valley Cornerstone Bank, payment into an established grassland or dedicated endowment fund, or contribution to an established owl/grassland enhancement effort</u>, as determined in the City of San Diego Biology Guidelines and MSCP Subarea Plan, to the satisfaction of the Development Services Director or Environmental Designee.</p>	<p>Less than Significant</p>

<b>Table ES-1 (cont.) PROJECT IMPACTS AND PROPOSED MITIGATION</b>		
<b>IMPACT</b>	<b>MITIGATION MEASURES</b>	<b>ANALYSIS OF SIGNIFICANCE AFTER MITIGATION</b>
<b>BIOLOGICAL RESOURCES (cont.)</b>		
	<p><b>Bio – 4 (cont.)</b>  <i>Non-Occupied Non-Native Grassland Habitat</i></p> <ul style="list-style-type: none"> <li>▪ Bio-4a: Direct impacts to non-native grassland habitat determined not to be occupied by burrowing owl shall be mitigated at a 0.5:1 ratio in accordance with the City Biology Guidelines.</li> </ul> <p><i>Occupied Non-Native Grassland Habitat</i></p> <p>Bio-4b: Direct impacts to non-native grassland habitat determined to be occupied by burrowing owl shall be mitigated at a 1:1 ratio in accordance with the City Biology Guidelines. This mitigation requirement shall be met through preservation or habitat restoration/enhancement (e.g., placement of artificial burrows) of owl-occupied habitat or contribution to an owl restoration effort in the Otay Mesa vicinity. All areas preserved as mitigation for occupied non-native grassland shall either support burrowing owls, or shall implement an associated restoration plan to provide suitable burrowing owl habitat (with prior approval of the restoration plan by the City and Wildlife Agencies).</p> <p><b>Bio-5</b> Prior to issuance of grading permits for proposed off-site roadway improvements along Otay Mesa Road (i.e., in association with with Tra 17), a pre-construction survey for burrowing owl shall be conducted within suitable habitat in the proposed improvement areas pursuant to the scope and methodology described above under Bio-3.</p> <p><b>Bio-6</b> Prior to issuance of grading permits for proposed individual off-site roadway improvements (i.e., in association with Tra-3), related direct impacts to wetland habitats shall be mitigated by obtaining approved Wildlife Agency permits, and implementing associated habitat creation, restoration, and/or purchase of mitigation credits in an approved bank (e.g., Rancho Jamul) at appropriate ratios, and per approval by the Wildlife Agencies. Specifically, direct impacts to freshwater marsh, southern willow scrub and disturbed wetland habitats shall be mitigated at a 2:1 ratio or other applicable ratio[s] as directed by the Wildlife Agencies issuing the applicable permits).</p>	

<b>Table ES-1 (cont.) PROJECT IMPACTS AND PROPOSED MITIGATION</b>		
<b>IMPACT</b>	<b>MITIGATION MEASURES</b>	<b>ANALYSIS OF SIGNIFICANCE AFTER MITIGATION</b>
<b>BIOLOGICAL RESOURCES (cont.)</b>		
	<b>Bio-7</b> Prior to issuance of grading permits for proposed off-site roadway improvements adjacent to sensitive habitat, the entire limits of grading shall be delineated with orange construction fencing (or other appropriate barrier) under the supervision of a qualified biologist to preclude entry into adjacent sensitive habitats. The need to install fencing shall be noted on the project construction drawings.	
<b>VISUAL QUALITY/NEIGHBORHOOD CHARACTER</b>		
Implementation of the proposed project would not have a substantial adverse effect on a scenic vista.	None Required	Less than Significant
Implementation of the proposed project would not substantially damage scenic resources, including trees, rock outcroppings, and historic buildings within a state scenic highway.	None Required	Less than Significant
Implementation of the proposed project would not substantially degrade the existing visual character or quality of the site and its surroundings.	None Required	Less than Significant
Implementation of the proposed project would not create a new source of substantial light or glare that would adversely affect day or nighttime views in the area.	None Required	Less than Significant



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Section 1.0

# INTRODUCTION





# 1.0 INTRODUCTION

## 1.1 PROJECT BACKGROUND

The property that is the subject of this Recirculated Environmental Impact Report (EIR) was subdivided and graded for industrial park use (referred to herein as the Otay Pacific Business Park) under local approvals received from the City of San Diego (City), including Site Development Permit (SDP) 41-0152 and Tentative Map No. 7078. The Mitigated Negative Declaration (MND) for the Las Californias Center project (SCH No. 2004021016; City of San Diego 2004) adopted by the City addressed the environmental impacts of that subdivision. Prior to its subdivision, the property was used for agriculture. Since grading activities were completed, the project applicant initiated and obtained approval from the U.S. State Department to construct and operate the Cross Border Facility (CBF) component of the proposed project described herein (pending receipt of approvals from the City). That federal approval, called a Presidential Permit, included preparation and adoption of an Environmental Assessment (EA) conducted in accordance with the requirements of the National Environmental Policy Act (NEPA), and concluded with the issuance of a Finding of No Significance (FONSI) in August 2010 (U.S. State Department 2010).

## 1.2 PROJECT SCOPE

This EIR addresses the proposed Otay-Tijuana Cross Border Facility Development Project (proposed project) located on the 63.8-acre graded, level site located immediately adjacent to the U.S.-Mexico International border in San Diego County, California. The property is under the local jurisdiction of the City and situated on an approved industrial subdivision in the community of Otay Mesa, approximately 3.2 miles east of the San Ysidro Port of Entry (POE) and 2.1 miles west of the Otay Mesa POE. The Tijuana (TIJ) Airport passenger terminal lies in Mexico, approximately 500 feet south of the project site. The project is a re-subdivision of an approximately 63.8-acre property (lots 1 through 30 of the Otay Pacific Business Park) through the filing of a Vesting Tentative Map (No. 609579) and request for a Community Plan Amendment (CPA) to redesignate the proposed project site from Industrial to Institutional. The proposed CPA would also add the three on-site roads to the Circulation Map of the Otay Mesa Community Plan (OMCP): Otay Pacific Drive from a local street to a four-lane major, Otay Pacific Place from an industrial collector to a four-lane collector, and Las Californias Drive from an industrial collector to a two-lane collector with a two way left turn lane. Three other road segments would be reclassified: Britannia Boulevard from SR-905 to Airway Road from a four-lane major to a six-lane primary arterial, Britannia Boulevard from Airway Road to Siempre Viva Road from a four-lane major to a six-lane major, and Otay Mesa Road from Piper Ranch Road to SR-125 from a four-lane primary arterial to a six-lane major arterial. The Planned Development Permit (PDP No. 609801) is requested to allow the development of a 95,000 square foot (SF) Cross Border Facility (CBF); a 772,000 SF parking structure, and up to 706,000 SF of industrial office/warehouse uses. As an alternative to developing industrial office/warehouse uses, the PDP would allow the CBF plus hotel uses with a maximum of 340 rooms; up to 40,000 SF of visitor-serving commercial uses (including a 6,000 SF sit-down restaurant) and up to 402,000 SF of industrial office/warehouse uses on certain portions of the site. Additionally, an SDP is requested to allow implementation of the proposed on-site hotel

development, as well as off-site roadway improvements where implementation of those improvements would impact Environmentally Sensitive Lands (ESL). These off-site roadway improvements are proposed as required mitigation for project-related traffic impacts (refer to Sections 3.2.3, *Circulation/Access*, and 5.2, *Transportation/Circulation*, for additional information on proposed off-site traffic mitigation).

### **1.3 PURPOSE AND LEGAL AUTHORITY**

In accordance with the California Environmental Quality Act (CEQA) of 1970 (California Public Resources Code Section 21000 et. seq.), if a Lead Agency determines that there is substantial evidence in light of the whole record that a project may have a significant effect on the environment, the agency must prepare an EIR (State CEQA Guidelines Section 15064(a)(1)). The purpose of an EIR is to inform public agency decision makers and the general public of the potentially significant environmental effects of a project, identify possible ways to minimize the significant effects, and describe reasonable alternatives to the project (State CEQA Guidelines Section 15121(a)). This EIR is an informational document for use by the City, decision makers and members of the general public to evaluate the environmental effects of the proposed project. This document complies with all criteria, standards and procedures of CEQA and the State CEQA Guidelines (California Administrative Code 15000 et. seq.) and the City of San Diego's EIR Guidelines.

The public agency with the greatest responsibility for supervising or approving the project or the first public agency to make a discretionary decision to proceed with a proposed project should ordinarily act as the "Lead Agency" pursuant to State CEQA Guidelines Section 15051(b)(1). The City of San Diego is the Lead Agency for the proposed project evaluated in this EIR. This document has been prepared as a Project EIR pursuant to Section 15161 of the State CEQA Guidelines, and it represents the independent judgment of the City as Lead Agency (State CEQA Guidelines Section 15050). A programmatic analysis of certain off-site traffic mitigation measures is also provided pursuant to State CEQA Guidelines Section 15168.

This EIR and the technical analyses, including the Water Supply Assessment, it relies on are available for review by the public and public agencies for 45 days to provide comments "on the sufficiency of the document in identifying and analyzing the possible impacts on the environment and ways in which the significant effects of the project might be avoided or mitigated" (State CEQA Guidelines Section 15204). The EIR and all supporting technical studies and documents are available for review at the City of San Diego, Development Services Department, 1222 First Avenue, Fifth Floor, San Diego, 92101-4153, as well as at the San Ysidro Library located at 101 West San Ysidro Boulevard, San Diego, CA 92173; and at the Central Library, located at 802 E Street, San Diego, 92101. The EIR technical studies are herein incorporated by reference pursuant to Section 15150 of the CEQA Guidelines.

The City, as Lead Agency, will consider the written comments received on the Draft EIR and at the public hearing in making its decision whether to certify the EIR as complete and in compliance with CEQA, and whether to approve or deny the proposed project, or take action on a project alternative. In the final review of the proposed project, environmental considerations, as well as economic and social factors, will be weighed to determine the most appropriate course

of action. Subsequent to certification of the EIR, agencies with permitting authority over all or portions of the project may use the EIR to evaluate environmental effects of the project, as they pertain to the approval or denial of applicable permits.

Section 15381 of the State CEQA Guidelines defines responsible agencies as all public agencies other than the Lead Agency, which have discretionary approval power over the project. Section 15386 of the State CEQA Guidelines defines a trustee agency as a state agency having jurisdiction by law over natural resources affected by a project, which are held in trust for the people of the State of California.

## 1.4 EIR SCOPE

This EIR contains an analysis of the proposed project described in Section 3.0, *Project Description*. An EIR should “focus primarily on the changes in the environment that would result from the development project,” and “examine all phases of the project, including planning, construction and operation” (State CEQA Guidelines Section 15161).

In reviewing the application of the proposed project, the City concluded that it could result in potentially significant environmental impacts based on the City’s Significance Determination Thresholds (as of January 2011). As Lead Agency, the City prepared a Scoping Letter, which was distributed with the Notice of Preparation (NOP) to all responsible and trustee agencies, as well as various governmental agencies, including the Office of Planning and Research’s State Clearinghouse. The City also conducted a public scoping meeting, in accordance with Section 21083.9 of CEQA, on December 20, 2010. The EIR addresses potentially significant environmental impacts associated with the following issues:

- Land Use
- Transportation/Circulation
- Noise
- Air Quality
- Greenhouse Gas Emissions
- Energy
- Paleontological Resources
- Public Utilities
- Biological Resources
- Visual Quality/Neighborhood Character

Project impacts with respect to the issues of Agricultural and Forestry Resources, Geologic Conditions, Health and Safety, Historical Resources, Hydrology/Water Quality, Mineral Resources, and Public Services and Facilities have been determined to be less than significant, due to compliance with the City Significance Determination Thresholds as described in Section 7.0 of this EIR. A copy of the Scoping Letter, NOP, Scoping Meeting notice, Scoping Meeting sign-in sheet and Scoping Meeting transcript are contained in Appendix A of this report. Verbal and written comments received during the scoping process have been taken into consideration during the preparation of the EIR. An outline of the issues noted during the scoping process is contained in the *Areas of Controversy/Issues to be Resolved* discussion in Section ES-4 of this report. The environmental conditions evaluated as the baseline in this EIR are those that existed at the time the NOP was circulated.

After completion of the Draft EIR public review period on August 15, 2011, the City concluded that recirculation of the EIR is appropriate, based on the following considerations (and pursuant to Section 15088.5 [a][1] of the State CEQA Guidelines):

- Potentially significant impacts were identified in association with the proposed off-site traffic mitigation and related SDP approval outlined above in Section 1.2, *Project Scope*. Specifically, traffic-related mitigation measures to be implemented as part of the proposed project would entail widening of applicable off-site roadway segments. Based on review of these proposed off-site improvements, the City has determined that associated significant impacts could potentially occur for issues including Biological Resources, Paleontological Resources, and Historical Resources (with related discussions provided in applicable sections of this EIR).
- A potentially significant impact is now identified along the segment of Siempre Viva Road between Otay Pacific Drive and Las Californias Drive in the vicinity of the project site that had not been identified in the previous Draft EIR. This new significant impact is addressed in Section 5.2.
- The analysis methodology for potential project impacts related to transportation/circulation and noise has been revised to include a comparative evaluation with existing baseline conditions (i.e., in addition to the “near-term” and cumulative comparative analyses presented in the previous Draft EIR).

Based on the above discussion, the City has recirculated the proposed project EIR to address the associated potential effects and allow a full and complete assessment of all potential issues, including those identified during the EIR public review process.

## 1.5 CONTENT AND ORGANIZATION OF THE EIR

As stated above, the content and format of this EIR are in accordance with the most recent guidelines and amendments to CEQA and the State CEQA Guidelines. Technical studies have been summarized within individual environmental issue sections, and the full technical studies and Water Supply Assessment (WSA) have been included in the Appendices to this report and are available for review during the public comment period.

This EIR has been organized in the following manner:

- **Executive Summary** provides a summary of the EIR analysis, discussing the project description, the alternatives which would reduce or avoid significant impacts, and the conclusions of the environmental analysis. The conclusions focus on those impacts which have been determined to be significant but mitigated, as well as impacts considered significant and unmitigated, if applicable. Impacts and mitigation measures are provided in tabular format. In addition, this section includes a discussion of areas of controversy known to the City, including those issues identified by other agencies and the public.

- **Section 1.0, Introduction**, provides a brief description of the project, the purpose of the EIR, key discretionary City actions, permits and approvals required by other agencies, and an explanation of the document format.
- **Section 2.0, Environmental Setting**, provides an overview of the regional and local setting, as well as the physical characteristics of the project site. The setting discussion also addresses the relevant planning documents and existing land use designations of the project site.
- **Section 3.0, Project Description**, provides a detailed description of the proposed project, including its purpose and main objectives, proposed land uses, parking, circulation/access, landscaping treatments, utilities, project phasing, and project grading and construction. In addition, the intended and required uses of the EIR, and a discussion of discretionary actions required for project implementation are included.
- **Section 4.0, History of Project Changes**, chronicles the changes made to the project design in response to environmental concerns raised during the City's review of the project.
- **Section 5.0, Environmental Analysis**, constitutes the main body of the EIR and includes the detailed impact analysis for each environmental issue. The topics analyzed in this section include: Land Use, Transportation/Circulation, Noise, Air Quality, Greenhouse Gas Emissions, Energy, Paleontological Resources, Public Utilities, Biological Resources, and Visual Quality/Neighborhood Character. Under each topic, Section 5.0 includes a discussion of existing conditions, the thresholds identified for the determination of significant impacts, and an evaluation of the impacts associated with implementation of the project. Where the impact analysis demonstrates the potential for the project to have a significant adverse impact on the environment, mitigation measures are provided which would minimize the significant effects. The EIR indicates whether the proposed mitigation measures would reduce impacts to below a level of significance.
- **Section 6.0, Cumulative Impacts**, addresses the cumulative impacts due to implementation of the proposed project in combination with other recently approved or pending projects in the area. The area of potential effect for cumulative impacts varies depending upon the type of environmental issue.
- **Section 7.0, Effects Found Not to be Significant**, briefly discusses environmental issues determined not to have the potential for significant adverse impacts as a result of the proposed project. The areas with effects found not to be significant include: Agricultural and Forestry Resources, Geologic Conditions, Health and Safety, Historical Resources, Hydrology/Water Quality, Mineral Resources, and Public Services and Facilities.
- **Section 8.0, Significant Environmental Effects Which Cannot be Avoided if the Proposed Project is Implemented**, addresses significant unavoidable impacts of the project, including those that can be mitigated but not reduced to below a level of significance.



- **Section 9.0, Significant Irreversible Environmental Changes**, addresses the significant irreversible environmental changes that would result from the project, including the use of nonrenewable resources.
- **Section 10.0, Growth Inducement**, includes a discussion of the potential for the proposed project to foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment.
- **Section 11.0, Project Alternatives**, provides a description and evaluation of alternatives to the proposed project. This section addresses the mandatory “no project” alternative, as well as development alternatives that would reduce or avoid the proposed project’s significant impacts.

EIR References, Individuals and Organizations Consulted, and Certifications/Qualifications are provided in Sections 12.0, 13.0, and 14.0, respectively. The Mitigation, Monitoring and Reporting Program follows Section 14.0.



Section 2.0

# ENVIRONMENTAL SETTING





## 2.0 ENVIRONMENTAL SETTING

### 2.1 PROJECT LOCATION

The 63.8-acre project site is located immediately adjacent to the U.S.-Mexico International border in San Diego County, California (Figure 2-1, *Regional Location Map*). The property is under the local jurisdiction of the City of San Diego and situated in the community of Otay Mesa, approximately 3.2 miles east of the San Ysidro Port of Entry (POE) and 2.1 miles west of the Otay Mesa POE (Figure 2-2, *Project Vicinity Map*). The Tijuana (TIJ) Airport passenger terminal lies in Mexico, approximately 500 feet south of the project site. Regional access to the project site is from Interstate 805 (I-805), I-5, State Route 125 (SR-125), and Otay Mesa Road/Interim SR 905; local access to the site is from Britannia Boulevard and Siempre Viva Road, circulation element roadways in the Otay Mesa community. From Siempre Viva Road, two public roads extend onto the site: Otay Pacific Drive and Las Californias Drive. Otay Pacific Place traverses the site, connecting Otay Pacific Drive and Las Californias Drive (Figure 2-2).

### 2.2 EXISTING SITE CONDITIONS

The proposed project site consists of a 63.8-acre property and 7.37 off-site acres adjacent to Britannia Boulevard, Siempre Viva Road and Otay Mesa Road. In 2007-08, the project site was subdivided and graded for industrial park use under prior approvals (i.e., Site Development Permit 41-0152 and Tentative Map No. 7078 associated with the Otay Pacific Business Park) from the City of San Diego (Figure 2-3, *Project Site*). Public rights-of-way were dedicated on site, including travel lanes, sidewalks, curbs and gutters, street-side landscaping and cul-de-sacs associated with Otay Pacific Drive, Las Californias Drive and Otay Pacific Place. Other site improvements installed as part of the prior approvals consist of utility lines, including storm drain, electrical connections, water and sewer lines, and various interim erosion-control measures, such as sedimentation/detention basins and hydroseed. The on-site ground cover on the building pads is maintained (mowed) regularly for fire and erosion control. The off-site areas feature undeveloped and developed land adjacent to area roads (Figure 2-4, *Off-site Traffic Mitigation Site Development Permit Locations*). These conditions described above constitute the baseline environmental setting used for documenting any changes in the environment resulting from the proposed project.

### 2.3 SURROUNDING LAND USES

Land immediately surrounding the site is designated for industrial use and certain parcels feature industrial buildings and operations. Immediately to the west are developed industrial parcels, some of which contain industrial buildings. To the east is an undeveloped parcel featuring a drainage easement (containing a detention structure) and improvements that receive on-site stormwater runoff and direct it toward the south. To the north of the project site is vacant land and auto storage. Northeast of the project site is a sand and gravel operation. The southern property line features the U.S. border fence. South of the fence is a 150-foot wide strip of land reserved for U.S. Border Patrol operations, as well as an area designated for a planned truck route that would lead from the south terminus of Britannia Boulevard east toward the existing Otay Mesa POE. Two single-family residences are located in the project area. One residence is

located approximately 0.5 mile west of the site and the other residence is located 0.2 mile east of the site. A description of the cumulative setting is provided in Section 6.0 of this report.

## **2.4 PLANNING CONTEXT**

The project site is located within the southern portion of the Otay Mesa Community Planning area. In addition to the provisions of the City's General Plan Elements, development in the Otay Mesa Community Planning area is governed by the Otay Mesa Community Plan (OMCP).

The proposed project is subject to the planning guidelines and policies of the General Plan, OMCP, City Land Development Code (LDC), SANDAG's Regional Comprehensive Plan (RCP; 2004), Natural Community Conservation Planning Program (NCCP), California State Implementation Plan (SIP), Water Quality Control Plan for the San Diego Basin, and the Brown Field Municipal Airport Land Use Compatibility Plan.

Applicable planning guidelines and policies are summarized below and discussed in greater detail in Section 5.1, *Land Use*.

### **2.4.1 City of San Diego General Plan**

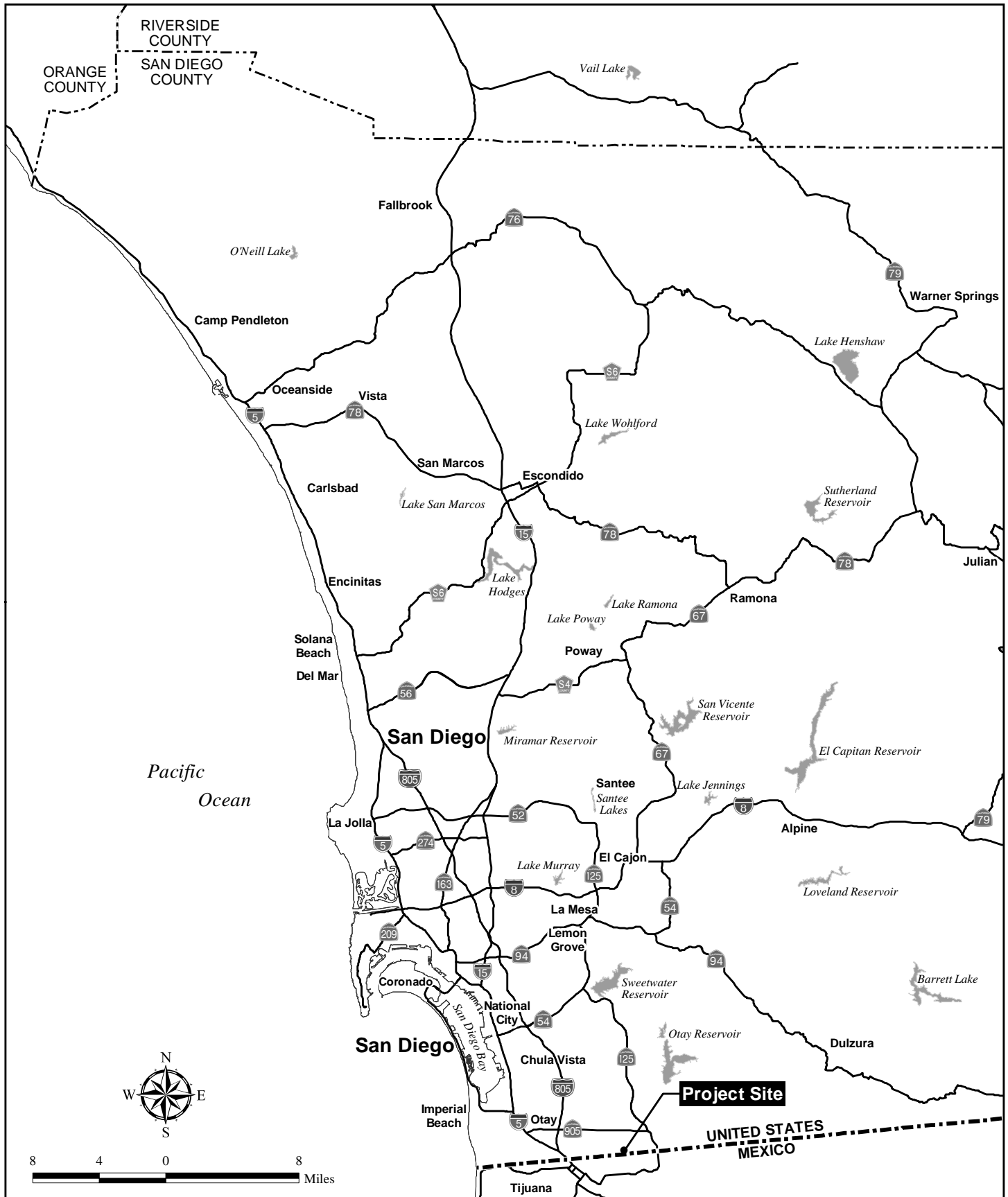
The City approved an updated General Plan in March 2008. The General Plan is a comprehensive, long-term document that sets out a long-range vision and policy framework for how the City could grow and develop, provide public services, and maintain the qualities that define San Diego. The General Plan is comprised of a Strategic Framework Element and ten additional elements covering planning issues such as housing, transportation, and conservation. The project site and most of the Otay Mesa area is designated for Industrial Employment land uses in the General Plan.

The General Plan lays the foundation for the more specific community plans which rely heavily on the goals, guidelines, standards, and recommendations within the General Plan. Environmental goals and recommendations from the General Plan are referenced in this EIR where applicable.

### **2.4.2 Otay Mesa Community Plan**

Adopted in 1981, the OMCP designates the majority of land in Otay Mesa for industrial uses (Figure 2-5, *Otay Mesa Community Plan Adopted Land Use Plan*). In the southern and eastern area of the OMCP, adjacent to the proposed project, land is exclusively designated for industrial uses, with the exception of Brown Field which is designated for aviation uses, the areas around the existing POE and adjacent to the southeast corner of Brown Field which are designated for commercial uses, and a strip of land north and east of Brown Field that is designated as open space. Under the current OMCP, residential uses are restricted to the western portion of the planning area. The OMCP land use designation for the site is Industrial.

The OMCP is in the process of being updated by the City. A public review draft of the OMCP was released in April 2011. The project site is designated International Business and Trade in



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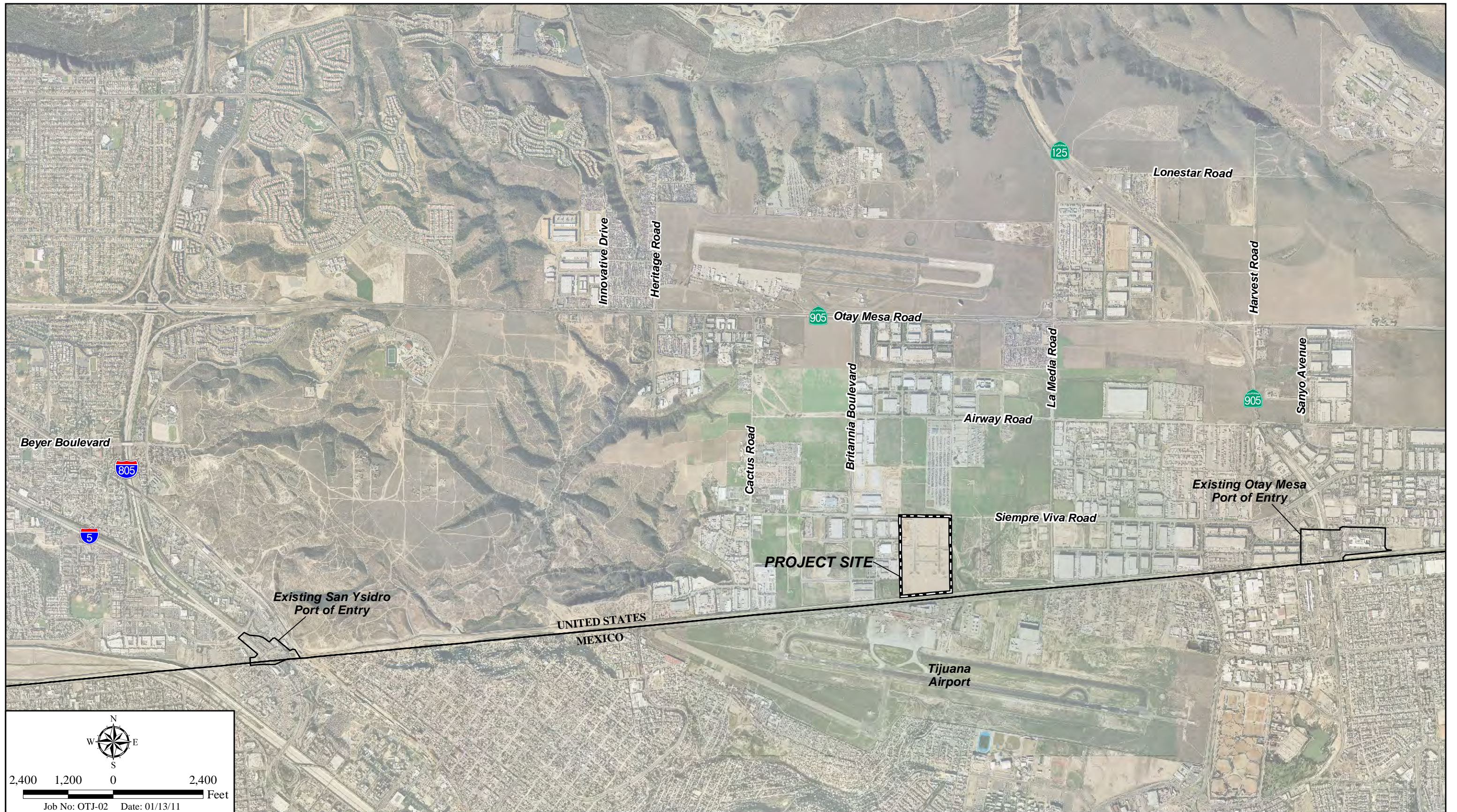
# Regional Location Map

OTAY-TIJUANA CROSS BORDER FACILITY DEVELOPMENT PROJECT

Figure 2-1







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## Project Vicinity Map

OTAY-TIJUANA CROSS BORDER FACILITY DEVELOPMENT PROJECT

Figure 2-2







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## Project Site

OTAY-TIJUANA CROSS BORDER FACILITY DEVELOPMENT PROJECT

Figure 2-3







E:\ArcGIS\OTJ-02 OtayBorderFacility\Map\ENV\EIR\Fig2-4\_Off-siteTraffic\_Overview.mxd -JP

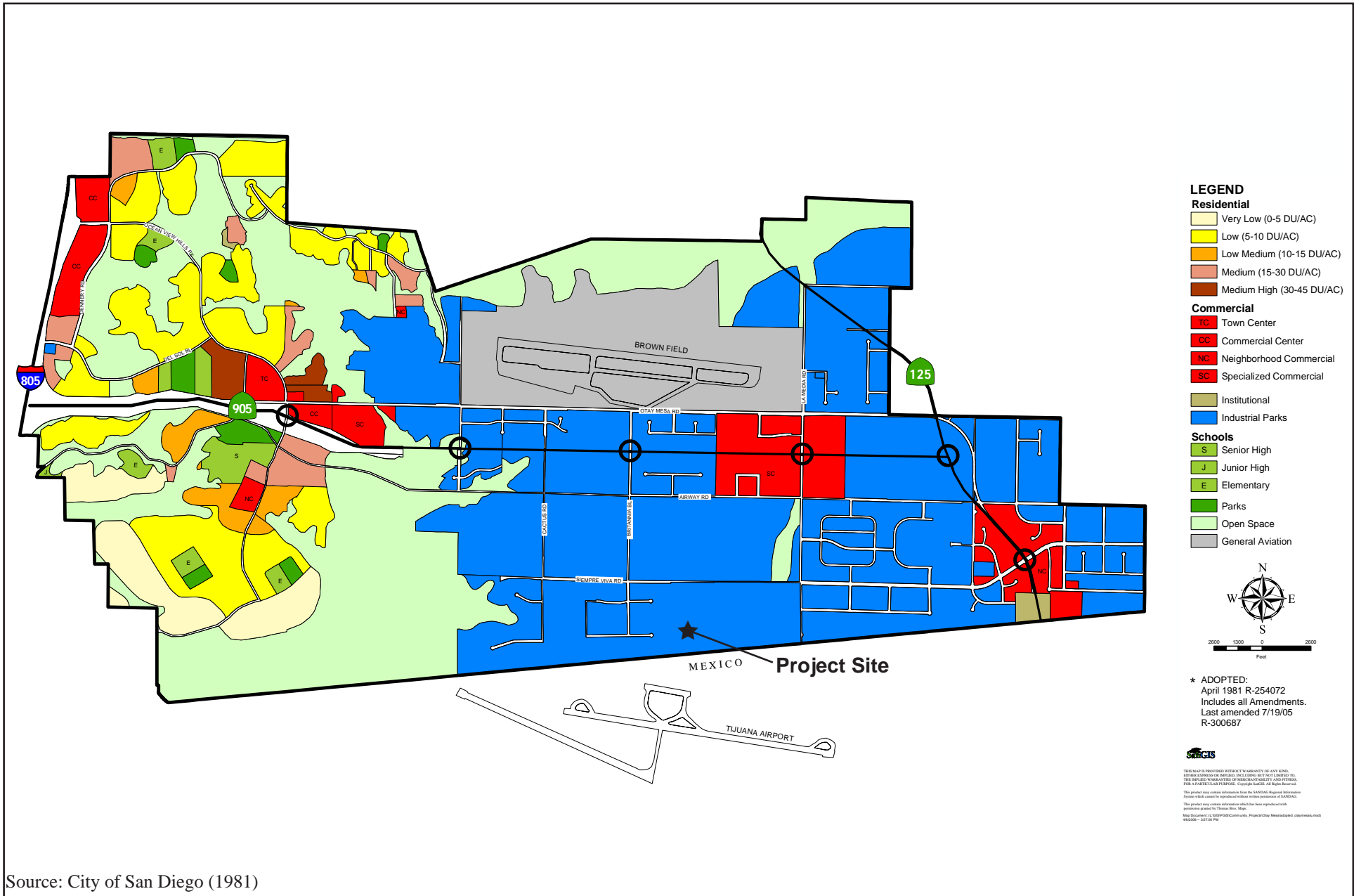
### Off-site Traffic Mitigation Site Development Permit Locations

OTAY-TIJUANA CROSS BORDER FACILITY DEVELOPMENT PROJECT

Figure 2-4







# Otay Mesa Community Plan Adopted Land Use Plan

OTAY-TIJUANA CROSS BORDER FACILITY DEVELOPMENT PROJECT

Figure 2-5



the draft April 2011 version of the proposed OMCP update. The OMCP update also includes a discussion of the potential for a CBF at the project site.

### **2.4.3 San Diego Land Development Code**

Zoning regulations for the property are governed by the Otay Mesa Planned Development District (OMDD) and the City's LDC. The purpose of the OMDD is to implement the Community Plan and the various precise plans that have been adopted for particular neighborhoods. If the citywide LDC and the OMDD conflict, the OMDD applies.

The project site is located within the planned district ordinance zone of OMDD Industrial subdistrict, which permits uses within the Heavy Industrial (IH-2-1) base zone (Figure 2-6, *Zoning Designations*), other industrial uses and limited commercial development.

### **2.4.4 Regional Comprehensive Plan**

The RCP (SANDAG 2004) is the strategic planning framework for the San Diego region. It creates a regional vision and provides a broad context in which local and regional decisions can be made that foster a healthy environment, vibrant economy, and high quality of life for all residents. The RCP balances regional population, housing and employment growth with habitat preservation, agriculture, open space, and infrastructure needs. A major focus of the RCP is improving connections between land use and transportation using smart growth principles. The RCP addresses the major elements of planning for the San Diego region, including urban form, transportation, housing, healthy environment, economic prosperity, public facilities, and border issues. The RCP recognizes that many of the region's major transportation facilities are operating at or beyond their current capacities.

### **2.4.5 Natural Community Conservation Planning Program/Multiple Species Conservation Program**

The NCCP initiated by the State of California in 1991 resulted in the promulgation of the special 4 (d) rule of the Federal Endangered Species Act (ESA). This rule focuses on conserving coastal sage scrub habitat in order to avoid the need for future federal and state listing of each individual coastal sage scrub-dependent species. The City of San Diego, County of San Diego, U.S. Fish and Wildlife Service (USFWS), California Department of Fish and Game (CDFG) and other local jurisdictions collaborated in the late 1990s to develop the Multiple Species Conservation Program (MSCP). The MSCP is a comprehensive, long-term habitat conservation plan that addresses the needs of multiple species by identifying key areas for preservation as open space that link core biological areas into a regional wildlife preserve. The City adopted its MSCP Subarea Plan (Subarea Plan) in March 1997 to meet the requirements of the NCCP, the federal ESA, and the California ESA. Although the project site/related off-site mitigation areas and their immediate surroundings are outside the Multi-Habitat Planning Area (MHPA), the project is required to comply with the provisions of the MSCP Subarea Plan, including its provisions related to burrowing owls.



#### **2.4.6 California State Implementation Plan**

The State Implementation Plan (SIP) was adopted by the California Air Resources Board (ARB) and Environmental Protection Agency (EPA) to bring non-attainment air basins into compliance with the National Ambient Air Quality Standards (NAAQS). Due to continued violations of NAAQS standards in the San Diego Air Basin (SDAB), the San Diego Air Pollution Control District (SDAPCD), in conjunction with the San Diego Association of Governments (SANDAG), prepared a Regional Air Quality Strategy (RAQS) for its portion of the SIP. The proposed project relates to the SIP through land use and growth assumptions that are incorporated into air quality planning documents.

#### **2.4.7 Water Quality Control Plan for the San Diego Basin**

The Regional Water Quality Control Board (RWQCB) adopted a Water Quality Control Plan for the San Diego Basin (Basin Plan) that recognizes and reflects regional differences in existing water quality, the beneficial uses of the region's ground and surface waters, and local water quality conditions and problems (RWQCB 1994). The Basin Plan is designed to preserve and enhance water quality and protect the beneficial uses of all regional waters. The project site is included in the Tijuana Valley Hydrologic Area (HA) and the Water Tanks Hydrologic Subarea (HSA) of the Tijuana Hydrologic Unit. According to the Basin Plan, existing and potential beneficial uses of surface water in this hydrologic unit include municipal supply (MUN); agricultural supply (AGR); industrial service supply (IND); contact recreation (REC-1); non-contact water recreation (REC-2); warm freshwater habitat (WARM); and wildlife habitat (WILD).

#### **2.4.8 Brown Field Municipal Airport Land Use Compatibility Plan**

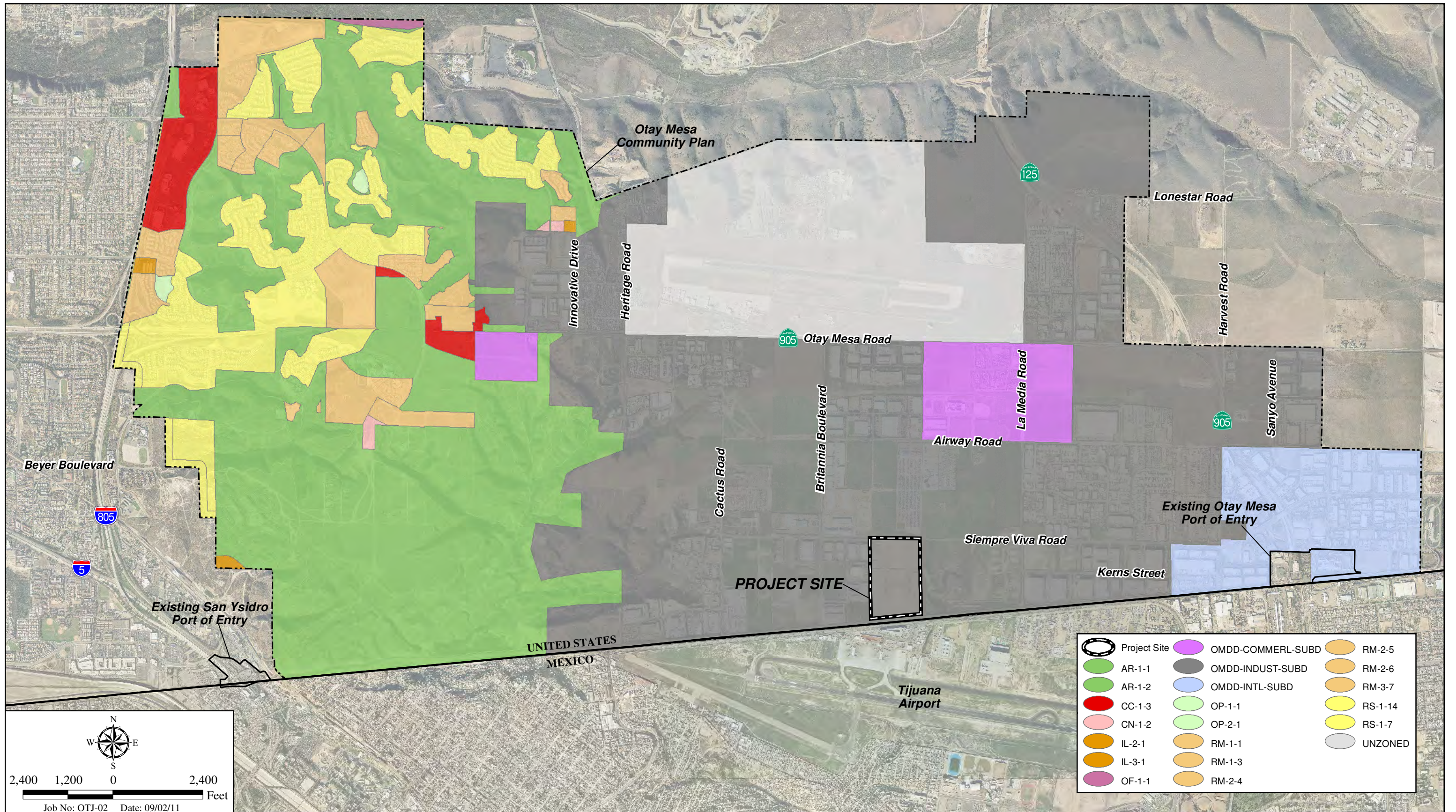
Adopted in January 2010 and amended in December 2010, the Brown Field Municipal Airport Land Use Compatibility Plan (San Diego County Regional Airport Authority [SDCRAA] 2010) provides for the orderly growth of Brown Field and the area surrounding the airport and safeguards the general welfare of the general public, and inhabitants within the vicinity of the airport. The project site is located within Review Area 2 of the Airport Influence Area, according to the Brown Field Municipal Airport Land Use Compatibility Plan (SDCRAA 2010). Review Area 2 consists of locations beyond Review Area 1 but within the airspace protection and/or overflight notification areas. Limits on the heights of structures, particularly in areas of high terrain, are the only restrictions on land uses within Review Area 2.

### **2.5 EMERGENCY SERVICES**

#### **2.5.1 Fire Protection and Emergency Medical Services**

The project site is located within the San Diego Fire-Rescue Department service area for fire protection and emergency medical services. The City of San Diego has 47 fire stations protecting more than 330 square miles and over 1.3 million residents. The San Diego Fire-Rescue Department uses the National Fire Protection Association (NFPA) 1710: Standard for the Organization and Deployment of Fire Suppression Operations, Emergency Medical Operations, and Special Operations to the Public by Career Fire Departments. Specifically, this includes: (1)





## Zoning Designations

OTAY-TIJUANA CROSS BORDER FACILITY DEVELOPMENT PROJECT

Figure 2-6





the initial response of fire suppression recourse, consisting of a four-person engine company, within four minutes; and (2) an effective fire force, consisting of 15 firefighters, within eight minutes. Additionally, the General Plan calls for a response time of five minutes (one minute chute + four minute travel) 90 percent of the time for the first-in engine or emergency vehicle, and a response time of nine minutes (one minute chute + eight minute travel) 90 percent of the time for full alarm and advanced life-support services. The Fire-Rescue Department goal is one firefighter per 1,000 citizens, with current staffing at 0.7 firefighter per 1,000 residents (City of San Diego 2011c). Fire Station 43, at 1590 La Media Road, is the nearest station to the project site. This station is equipped with one engine, one crash rig and one brush rig, and is located approximately 1.5 miles from the site. Fire Station 6, located approximately five miles from the site at 693 Twining Avenue, is equipped with one engine. Fire Station 29, located approximately 4.5 miles from the site at 198 W. San Ysidro Boulevard, is equipped with one engine and one truck, as well as utility, brush, and medic rigs (City of San Diego 2011c, 2009a).

San Diego County Emergency Medical Services Policy requires two paramedics respond to all 911 life threatening calls. Ambulances are staffed with one emergency medical technician (EMT) and one paramedic, and fire engines (first responders) have a minimum of one firefighter/paramedic on board. First responders provide full paramedic care and augment ambulance staffing during transport of critical patients.

Response times to the project site (8200 Siempre Viva Road) were calculated using the San Diego Fire-Rescue 911 Computed Aided Dispatch System point to point routing. This system uses the road network representing the closest path from the fire station addresses to the requested location. Based on this methodology, the following response times were generated for the project site:

### **Engine**

- 4.3 minutes from Fire Station 43 located at 1590 La Media Road.
- 12.1 minutes from Fire Station 6 located at 693 Twining Avenue.
- 12.9 minutes from Fire Station 29 located at 198 San Ysidro Boulevard.
- 13.7 minutes from Fire Station 30 located at 2265 Coronado Avenue.

### **Truck**

- 12.9 minutes from Fire Station 29.
- 19.9 minutes from Chula Vista Fire Station 1, located at 447 F Street.

### **Battalion Chief**

- 19.9 minutes from Chula Vista Fire Station 1.
- 21.7 minutes from Fire Station 6 at 4964 Imperial Avenue.

Based on agreements between the two fire agencies, City of Chula Vista Fire units, as noted above, are dispatched through the San Diego Fire-Rescue 911 Dispatch Center, as required. Chula Vista engines, trucks and Battalion Chiefs can therefore be recommended to respond to incidents in the

City of San Diego. In the event that a Chula Vista Battalion Chief is the first responder to a City of San Diego call, a San Diego Battalion Chief would also be assigned to the call.

### **2.5.2 Police Protection**

Police protection is provided by the City of San Diego. The General Plan identifies the Police Facilities Plan as the resources document for San Diego Police Department (SDPD) standards. The City presently maintains a budgeted City-wide staff ratio of 1.45 sworn personnel per 1,000 residents, which matches the established citywide goal (City of San Diego 2011b). The SDPD currently utilizes a five-level priority dispatch system, with the following priority call categories: E (Emergency), One, Two, Three, and Four (lowest priority). The calls are prioritized by the phone dispatcher and routed to radio operators for dispatch to field units. The priority system is designed as a guide, allowing discretion by phone and radio dispatchers to raise or lower the call priority based on specific conditions. Priority E and One calls involve serious crimes in progress, or those with a potential for injury. Priority Two calls include vandalism and property crimes. Priority Three includes calls after a crime has been committed, such as burglaries and noise complaints (e.g., loud music and dogs barking). Priority Four calls include nuisance calls, such as children playing in the street or lost and found reports (City of San Diego 2011b).

Police service for the project site (and all of Otay Mesa) is provided by the Southern Division of the SDPD, which serves a population of 92,168 people and encompasses 31.3 square miles. The Southern Division station is located at 1120 27th Street, approximately 6 miles northwest of the project site, with current staffing consisting of 146 sworn personnel (including 84 uniformed patrol officers) and two civilian employees. In addition, the Border Storefront Station is located at 663 East San Ysidro Boulevard, approximately 3 miles west of the project site. Officers work 10-hour shifts, four days per week, based on the following shift (watch) schedule: (1) first watch, 6:00 a.m. to 4:00 p.m.; (2) second watch, 2:00 p.m. to midnight; and (3) third watch, 9:00 p.m. to 7:00 a.m. Pursuant to the SDPD minimum staffing guidelines, the Southern Division currently employs a minimum of 10 patrol officers on first watch, 11 on second watch, and 7 on third watch.

Current department-wide response time goals include 7 minutes for Emergency calls, 14 minutes for Priority One calls, 27 minutes for Priority Two calls, and 70 minutes for Priority Three and Four calls. The project site is within the boundaries of Police Beat 713, with the following average response times identified for Beat 713 in 2010; 8.42 minutes for Emergency calls, 13.9 minutes for Priority One calls, 31.33 minutes for Priority Two calls, 54.23 minutes for Priority Three calls, and 44.29 minutes for Priority Four calls. Based on the noted information, response times to the project site currently do not meet established criteria for Emergency and Priority One and Two calls, but are within the stated goals for Priority Three and Four calls. By comparison, the citywide averages for response times in 2010 were 6.3 minutes for Emergency calls, 11.06 minutes for Priority One calls, 22.79 minutes for Priority Two calls, 61.99 minutes for Priority Three calls, and 67.81 minutes for Priority Four calls (City of San Diego 2011f).

There are currently no plans for the construction of additional police substations in the immediate project site area, and local response times will likely continue to increase as additional development occurs.



Section 3.0

# PROJECT DESCRIPTION





### **3.0 PROJECT DESCRIPTION**

This section of the EIR describes the goals and objectives of the proposed project, its specific characteristics, project phasing and construction, and the discretionary actions required in conjunction with project approval by the City and other agencies. In general, the Cross Border Facility proposed as part of the overall project evaluated in this EIR consists primarily of an airline and customs processing facility that would facilitate airline passenger access to the Tijuana (TIJ) Airport for flights in and out of the region as an alternative to using the land ports-of-entry that occur along this portion of the International border. Detailed description of the project features is provided below under Section 3.2.

#### **3.1 PROJECT PURPOSE, GOALS AND OBJECTIVES**

The primary purpose, goals and objectives of the proposed project are to:

- Provide a more convenient, cost effective, reliable and more secure crossing of the U.S. - Mexico International border to access flights originating from and destined for the TIJ Airport;
- Facilitate cross border movement of ticketed air travelers using TIJ Airport to minimize economic losses to the San Diego-Tijuana region caused by long and unpredictable border waits and congestion;
- Develop facilities that would maintain and not compromise the security and integrity of the existing border or impede the operations at the TIJ Airport;
- Develop a project to serve the Otay Mesa community and San Diego region that is consistent with the goals of the Community Plan, MSCP, General Plan and Regional Comprehensive Plan;
- Implement and allow for a mix of uses that would serve the airline passengers crossing the border and the local community while maximizing sources of revenue for the City through sales tax, property tax, development fees, and transit occupancy tax (TOT).

The TIJ Airport is situated in State of Baja, California in Mexico and is the second most northerly airport in Mexico. The airport has a single runway, a parallel taxiway and two concourses, in addition to its control tower. The airport began operation in 1958 and was subsequently expanded and renovated. The airport served approximately 3.6 million passengers in 2010 and is the fifth busiest gateway in the country. The airport has the capacity to handle 10 million passengers and a total of 360 flights on a daily basis.

#### **3.2 PROJECT CHARACTERISTICS AND COMPONENTS**

The project is a re-subdivision of an approximately 63.8-acre property (lots 1 through 30 of the Otay Pacific Business Park) through the filing of a Vesting Tentative Map (No. 609579) and request for a Community Plan Amendment (CPA) and Planned Development Permit (PDP No. 609801) to allow the development of a 95,000 square foot (SF) CBF, a 772,000 SF parking structure, and 706,000 SF of industrial office/warehouse uses. As an option to the industrial office/warehouse uses, the PDP and a requested Site Development Permit (SDP; No. 896755)



would allow the development of hotel uses with a maximum of 340 rooms; up to 40,000 SF of visitor-serving commercial uses and up to 402,000 SF of industrial office/warehouse uses on certain portions of the site (with the SDP to also authorize off-site roadway improvements along segments of Britannia Boulevard, Siempre Viva Road and Otay Mesa Road proposed as mitigation for project-related traffic impacts, refer to Section 3.2.3, *Circulation/Access*, for additional information).

The property is currently zoned Otay Mesa Development District (OMDD), which permits uses within the Heavy Industrial (IH-2-1) base zone plus research and development and limited commercial development, and is designated as Industrial in the 1981 Otay Mesa Community Plan. A CPA is requested to change the designation of the entire site from Industrial to Institutional and to permit the Cross Border Facility and other non-industrial uses on the site. The proposed CPA would also add the three on-site roads to the Circulation Map of the OMCP: Otay Pacific Drive from a local street to a four-lane major, Otay Pacific Place from an industrial collector to a four-lane collector, and Las Californias Drive from an industrial collector to a two-lane collector with a two way left turn lane. Three other segments would be reclassified: Britannia Boulevard from SR-905 to Airway Road from a four-lane major to a six-lane primary arterial, Britannia Boulevard from Airway Road to Siempre Viva Road from a four-lane major to a six-lane major, and Otay Mesa Road from Piper Ranch Road to SR-125 from a four-lane primary arterial to a six-lane major arterial. The CPA would be implemented through approval of the PDP and SDP.

The project also proposes the vacation of portions of the previously dedicated public street right-of-ways for Otay Pacific Drive and Las Californias Drive to accommodate the proposed development.

### **3.2.1 Proposed Land Uses**

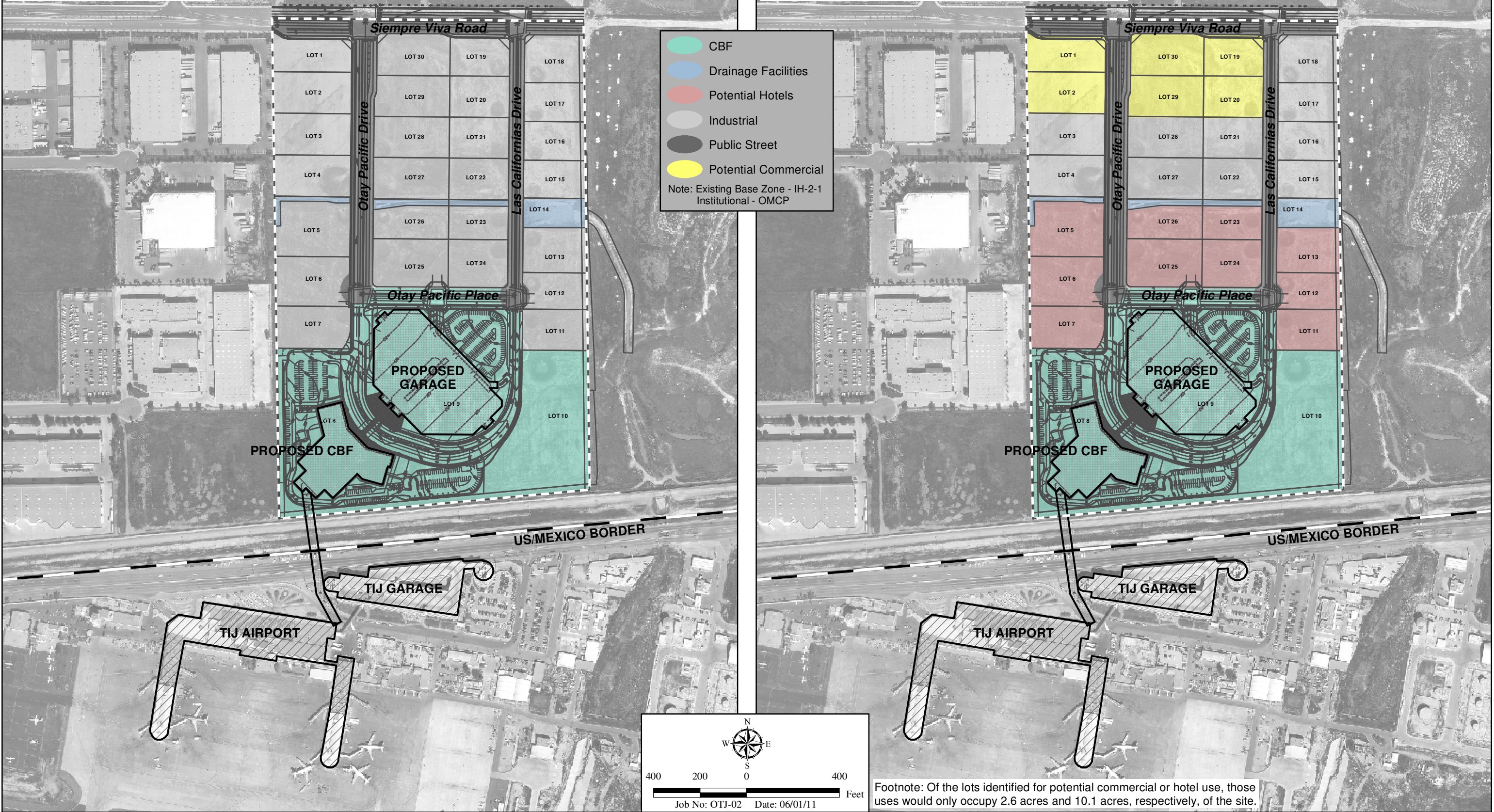
The proposed project would allow for the development of a 95,000 SF CBF building, surface and structured parking on 23.1 acres and up to 706,000 SF of industrial office/warehouse uses on 32.4 acres (as shown in Figure 3-1, *Land Use Scenarios*). As an alternative to developing all but the CBF lots with industrial uses, the PDP and SDP would allow a maximum of 340 hotel rooms and associated conference and food service activities (10.1 acres); up to 40,000 SF of visitor-serving commercial uses (2.6 acres); up to 6,000 SF of the 40,000 SF commercial uses could be devoted to a sit-down restaurant; a 12-pump gas station could be constructed on 1.2 acres; and approximately 18.5 acres of the property would accommodate up to 402,000 SF of industrial office/warehouse uses. Sediment/detention basins would be located on 0.8 acre. Public streets would occupy the balance of the site. Figure 3-1 illustrates the range of potential uses on site relative to the various lots. Figure 3-2, *Tentative Map Comparison*, illustrates the existing and proposed subdivision of the project site.

Development of all lots within the project site would be subject to the use and development regulations of the IH-2-1 zone, except that business and professional office uses may also be permitted. Gas station uses would also be allowed in accordance with the IH-2-1 regulations. The commercial lots would be subject to the Retail Sales and Commercial Services uses of the CV-1-1 zone and the development regulations of the CV-1-1 zone. All of these requirements would be governed by conditions in the PDP, including design guidelines based on the Urban



**CBF/Industrial Scenario**

**CBF/Industrial/Hotel/Commercial Scenario**



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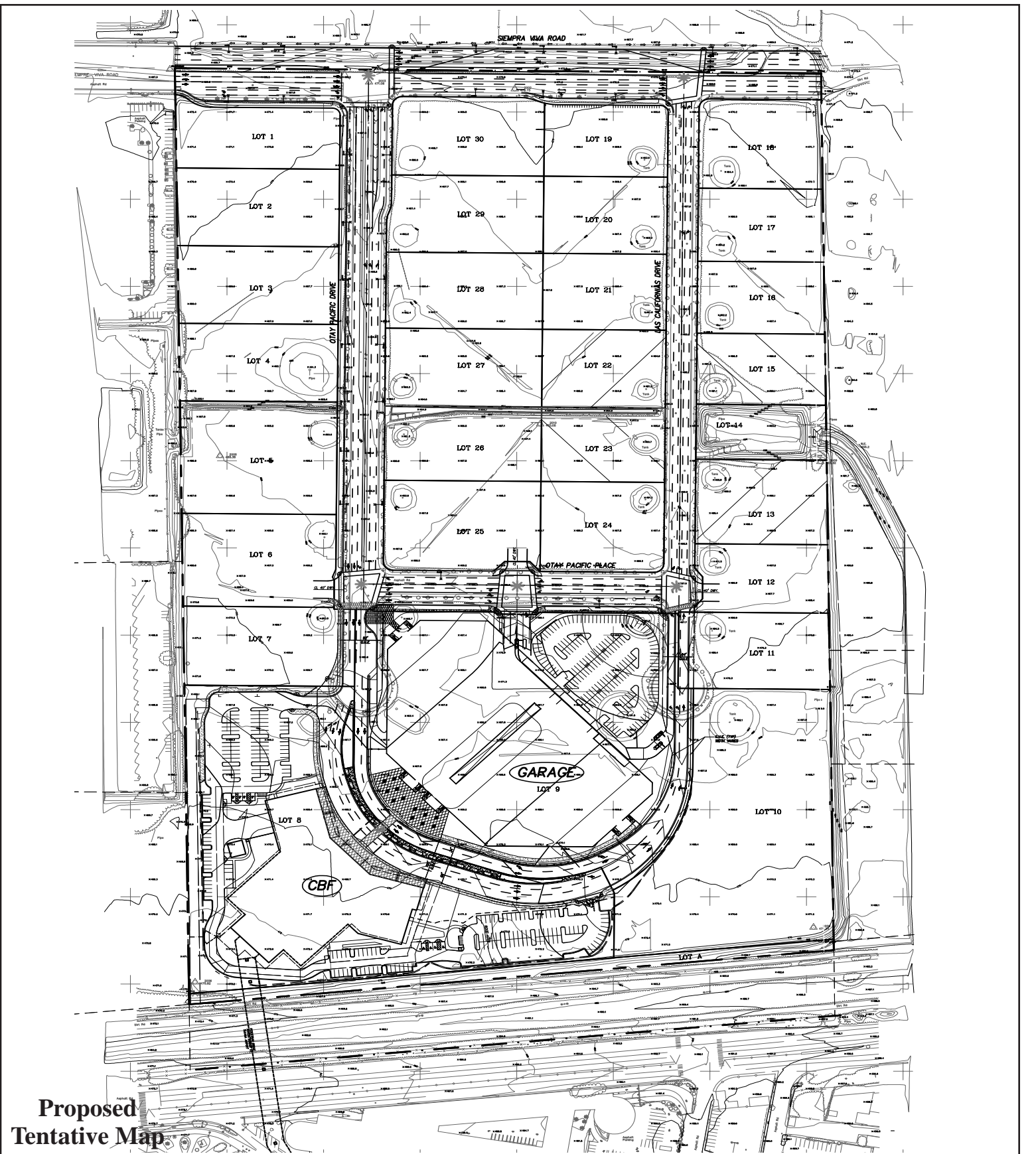
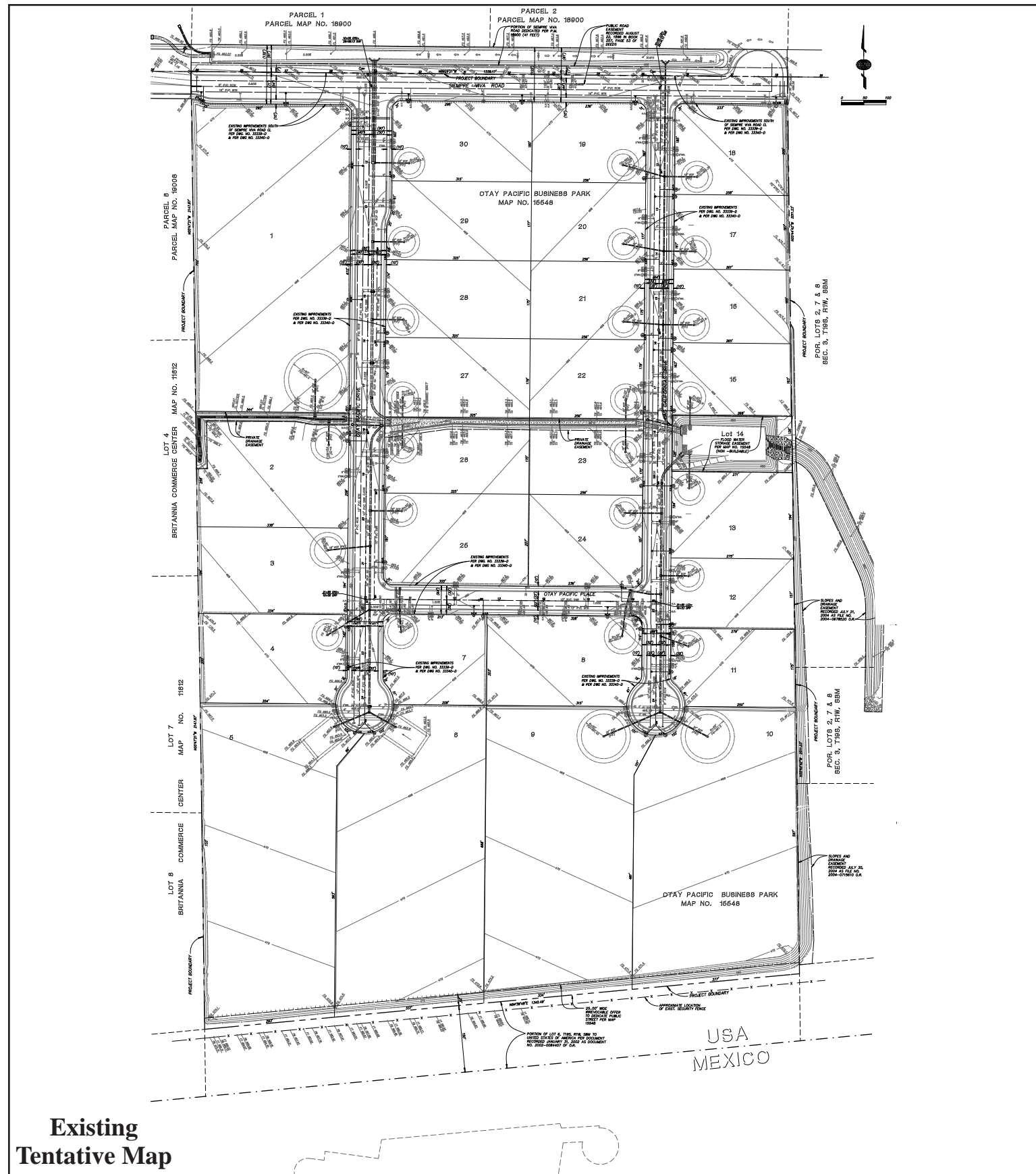
**Land Use Scenarios**

OTAY-TIJUANA CROSS BORDER FACILITY DEVELOPMENT PROJECT

Figure 3-1







## Tentative Map Comparison

OTAY-TIJUANA CROSS BORDER FACILITY DEVELOPMENT PROJECT



Design Element of the General Plan (City of San Diego 2008) All future submittals made by the applicant under the PDP would be subject to a Process Level Two substantial conformance review (SCR).

The SCR process would enable City staff to determine whether the future project submittals are in substantial conformance with the project-specific development permits described in this section and assessed in this EIR. A traffic monitoring program would be established as part of the project PDP based on the traffic analysis completed for the proposed project (see Section 5.2, *Transportation/Circulation*); future submittals under the PDP would be required to track key traffic characteristics of the proposed uses (AM in, AM out, PM in, PM out and total average daily trips [ADT]) to verify they are not exceeding the traffic conditions analyzed in this EIR and to allow for a flexible development program while ensuring an ADT allocation remains for each lot. Refer to mitigation measure Tra-86 in Section 5.2 of this report for additional details on the monitoring program. During the SCR process, should the City determine that any future building or grading permit(s) is not consistent with (i.e., in substantial conformance with) the proposed development permits and/or analyses in this EIR, the project applicant could appeal the consistency determination to the Planning Commission, apply for an amendment to those development permits, as necessary, or modify the application to be consistent with the approved entitlements.

The following provides a more detailed description of the principal uses proposed on site, as permitted by the PDP and SDP.

### Cross Border Facility

The CBF is proposed on Lots 8, 9 and 10 of the project and would consist of the phased construction of an approximately 95,000 SF building comprised of two levels and its related parking lots and structure on the southern 23.1 acres of the site. At buildout, the CBF would be designed to serve up to approximately 17,225 average daily passengers. The CBF is proposed to provide easy access across the U.S.-Mexico International border for ticketed airline passengers who are destined for flights in and out of TIJ Airport.

Level 1 of the CBF would house U.S. Customs/Immigration processing, retail facilities, secure U.S. Customs and Border Protection (CBP) space, offices for administrative and security personnel, and mechanical and electrical space. Facilities that meet CBP requirements would be located in a secure area adjacent to the bridgehead. It is not anticipated that space for governmental agencies other than CBP would be required in the CBF. Figure 3-3, *Project Site Plan and Grading*, illustrates the conceptual layout of the CBF building and parking facilities. Figure 3-4, *Overlay of Cross Border Facility Site Plan*, shows an overlay of the CBF and parking structure site plan on an aerial photograph to illustrate its connection with the TIJ Airport terminal in Mexico to the south.

The elevated, enclosed, secure, pedestrian bridge would connect the CBF building on the U.S. side of the border directly to a terminal building at the TIJ Airport. The bridge between the CBF in the U.S. and the entrance to the TIJ Airport would be approximately 525 feet long and 33 feet wide (Figure 3-3). It would be divided into two corridors (each approximately 15 feet wide) that

would prevent contact between northbound and southbound pedestrians (Figure 3-5, *Bridge Section and Detail*, is a cross-section of the proposed pedestrian bridge). The U.S. portion of the bridge would be 250 feet long and supported by pylons on both sides of the border. The base of the bridge would be a minimum of 15.5 feet above finished grade and provide for a minimum 7-foot clearance above the top of the existing border fence (refer to Figure 3-5). This height would accommodate required fire access clearance and enable Border Patrol vehicles and future trucks along the planned truck route to pass underneath the bridge structure. The U.S. segment of the bridge would be straight, with a ceiling height that would allow for a clear line of sight by CBP officers, as well as the installation of heating/ventilation/air conditioning (HVAC) facilities, lighting and security cameras. There would be gates at the border that would allow closure of the bridge during emergencies.

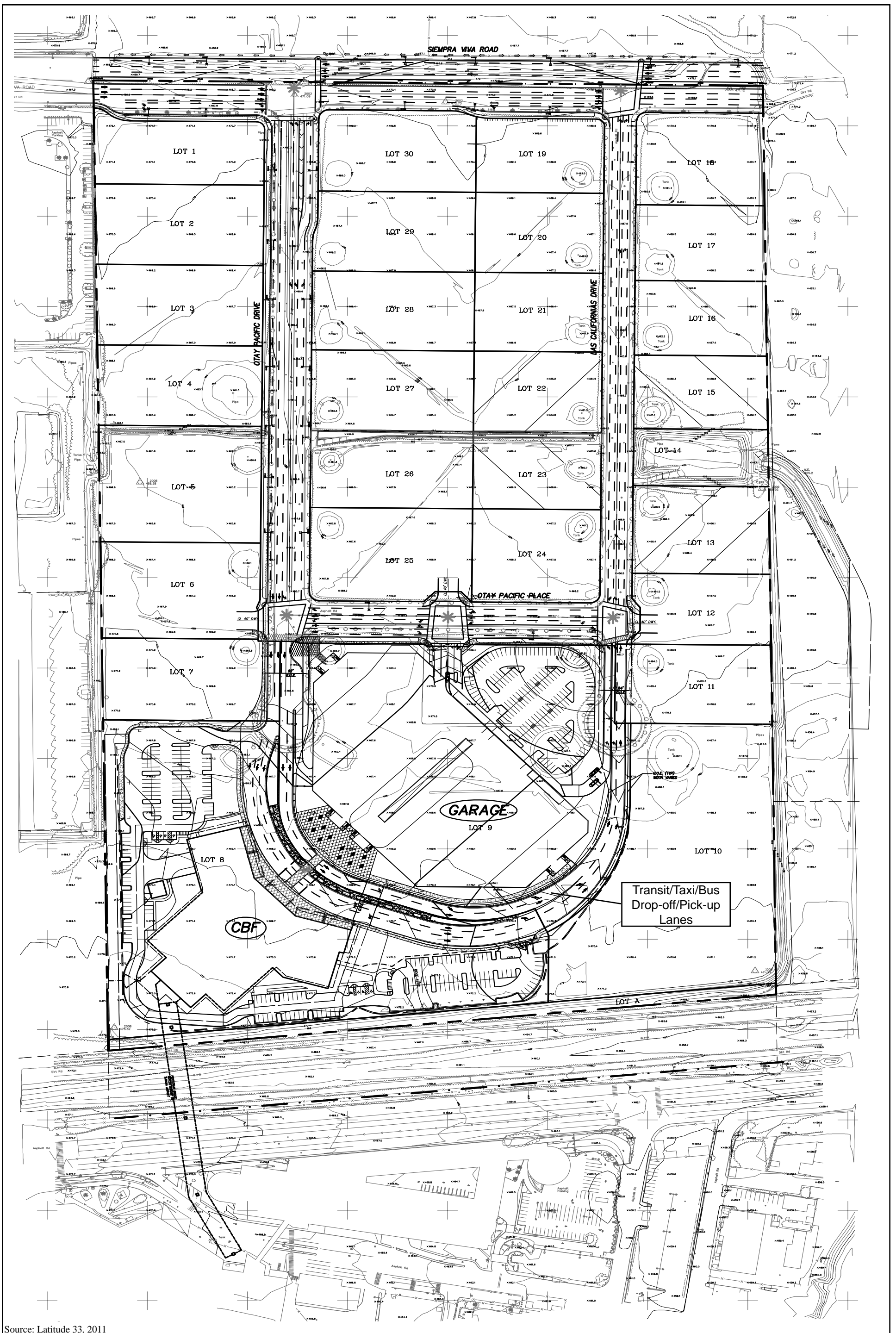
On the Mexico side of the border, the pedestrian bridge and its connections with the existing airline terminal at TIJ Airport would be constructed using the same design features as on the U.S. side of the border. Adequate clearance would be maintained over the airport frontage road (Avenida International, a four-lane airport access and general transportation road, runs along the southern side of the border, approximately 150 feet south of the project site). Improvements to the TIJ Airport terminal building would be also made to accommodate the circulation of passengers using the CBF bridge.

The CBF site would be constructed consistent with the applicable development regulations from the heavy industrial zone (IH-2-1) in the Land Development Code (LDC) and the design guidelines contained in the PDP, with the exception that a deviation from the rear-yard setback requirements would be required on Lot 8 to allow the CBF pedestrian bridge to cross through the setback and over the border fence. This deviation would be noted in the PDP.

### Hotel

The proposed project includes lots that could contain hotel uses in the vicinity of the CBF (Figure 3-1). The hotel uses could accommodate a maximum of 340 rooms (on Lots 5, 6, 7, 11, 12, 13, 23, 24, 25, or 26 as illustrated in Figure 3-1). The hotel sites could also accommodate conference and food service activities typical of hotel uses. Hotel uses would cover an area of approximately 10.1 acres and be constructed on any of the lots designated for potential hotel use in Figure 3-1, consistent with the PDP, SDP and the land use and development regulations of the CV-1-1 zone in the LDC and pursuant to SDMC Section 1517.0202(b)(4). In general, any hotel constructed on site would be up to four stories in height (would not exceed 60 feet in height above grade in accordance with the CV-1-1 zone) and feature exterior usable areas (such as patios, recreation facilities and/or pools) and surface parking lots. Specific design details for the hotel(s) would be submitted in the future when building permits are requested. Where a hotel would be sited adjacent to industrial building(s), a 30-foot distance separation would be provided between the structures, in accordance with the PDP design guidelines, to avoid potential land use conflicts related to noise and general industrial activities. All future submittals made by the applicant under the PDP and SDP, including those for the hotels, would be subject to a Process Level Two SCR.





Source: Latitude 33, 2011  
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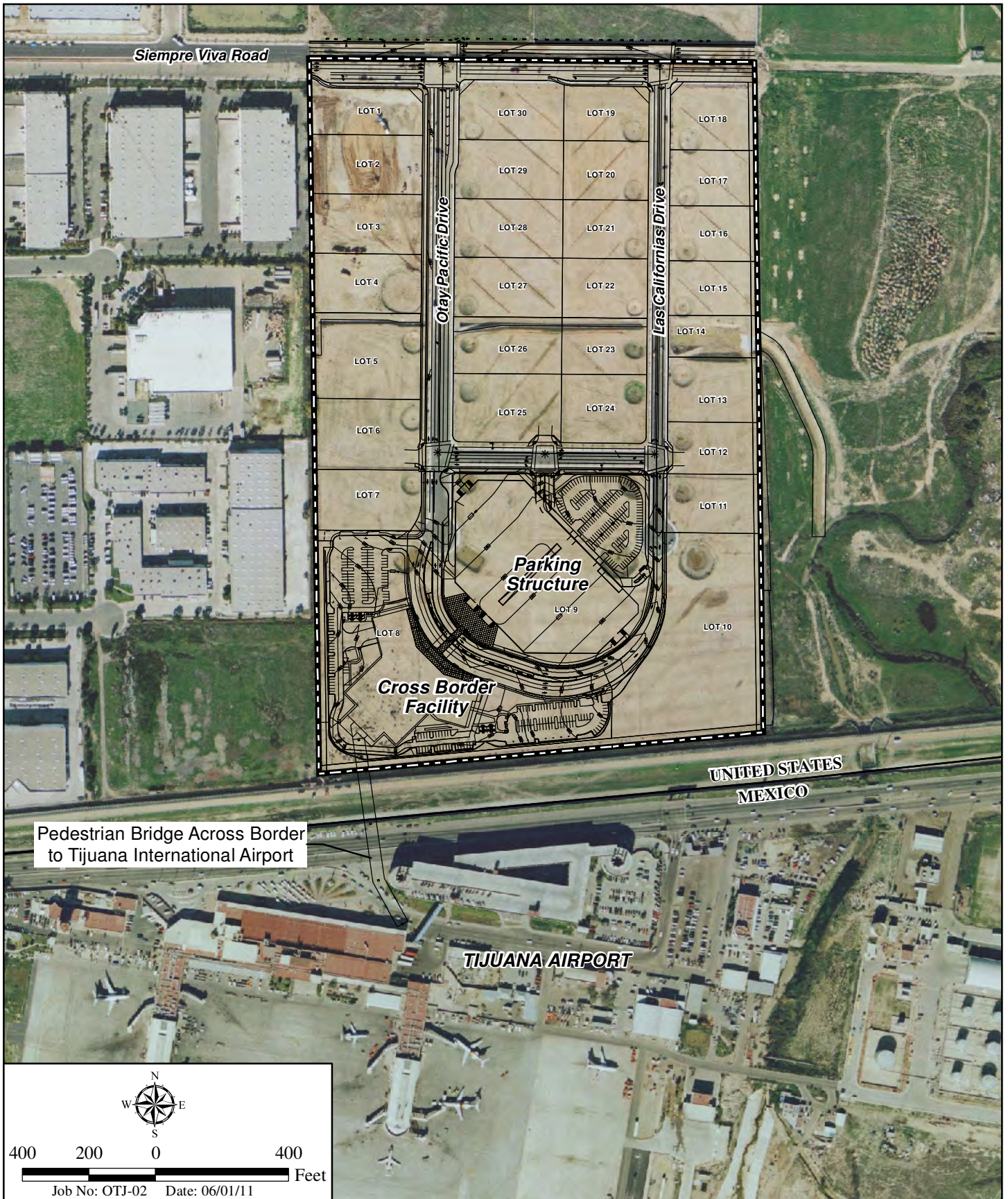
## CBF Site Plan and Grading

OTAY-TIJUANA CROSS BORDER FACILITY DEVELOPMENT PROJECT

Figure 3-3







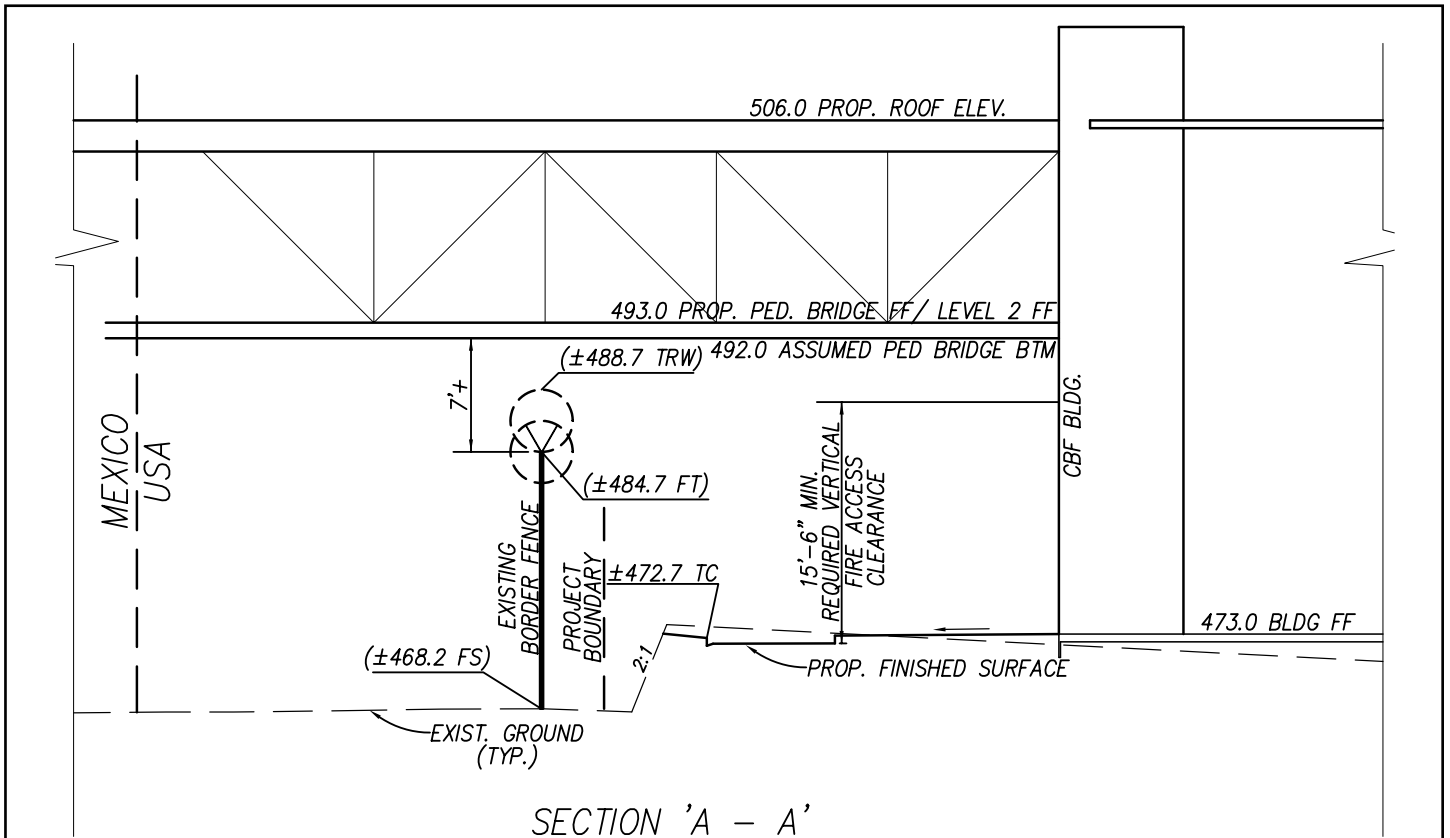
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# Overlay of Cross Border Facility Site Plan

OTAY-TIJUANA CROSS BORDER FACILITY DEVELOPMENT PLAN

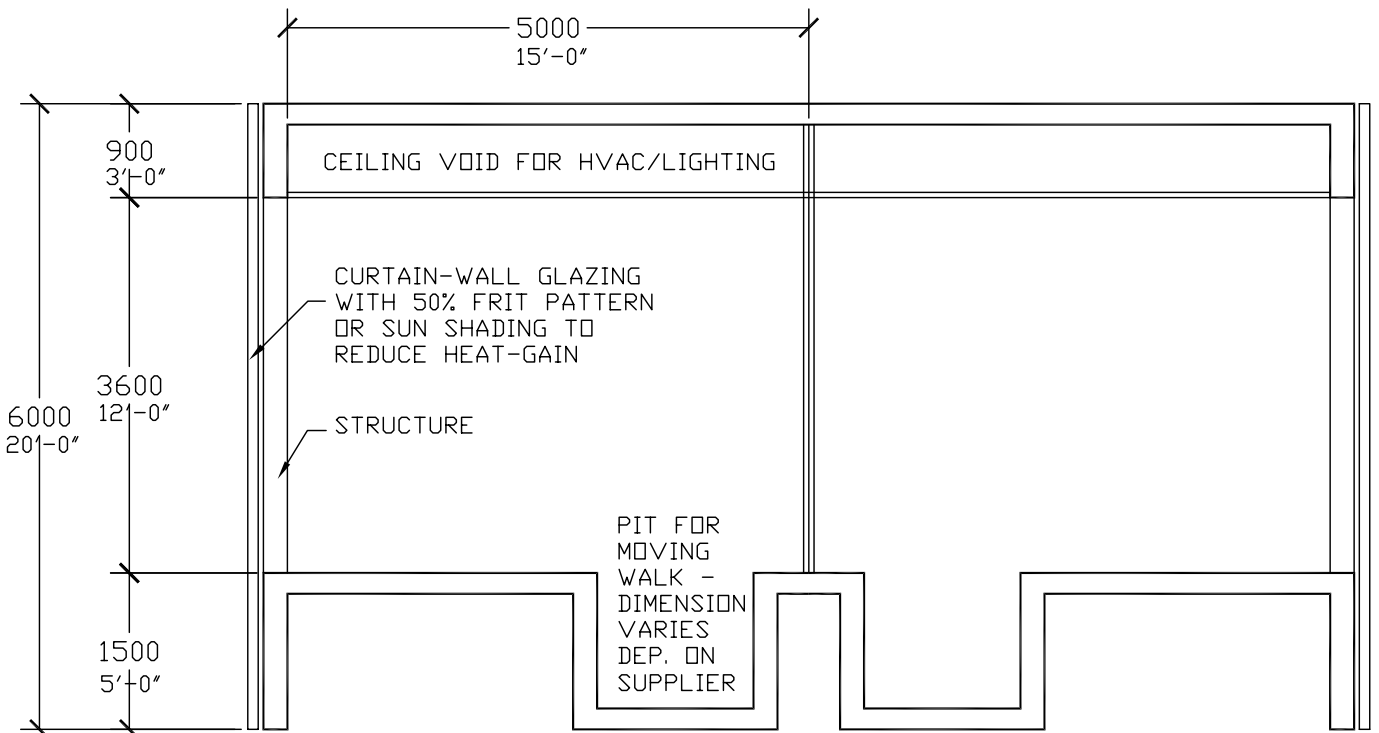
Figure 3-4





SECTION 'A - A'  
 SCALE: 1"=40' HORIZ.  
 1"=8' VERT.

**Bridge Longitudinal Section**



**Bridge Transverse Section**

Source: Stantec Consulting Inc. 2009

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## Bridge Section and Detail

OTAY-TIJUANA CROSS BORDER FACILITY DEVELOPMENT PROJECT





## Commercial

Commercial uses proposed on the project site could include up to 40,000 SF of visitor-serving specialty retail uses on 2.6 acres along the frontage of Siempre Viva Road (Lots 1, 2, 19, 20, 29 or 30 as illustrated in Figure 3-1). A maximum 6,000 SF sit-down restaurant could be included within the 40,000 SF of commercial uses. The commercial uses on the project site would be constructed consistent with the land use and development regulations of the CV-1-1 zone in the LDC, with the exception that commercial uses on the project site would be constructed using a floor area ratio (FAR) of 0.3 which is lower than the maximum permitted by the base regulations. Specific design details for the commercial development would be submitted in the future when building permits are requested. All future submittals made by the applicant for commercial uses would be subject to a Process Level Two SCR.

## Industrial

The balance of the project site could include approximately 18.5 acres that would accommodate up to 402,000 SF of industrial office/warehouse uses and a 12 pump gas station with 1,200 SF mini mart and car wash (on Lots 3, 4, 15, 16, 17, 18, 21, 22, 27, or 28 as illustrated in Figure 3-1). The mini-mart building and pump island canopy would be a maximum of two stories. All industrial buildings and the gas station, if it is implemented, would be constructed consistent with the applicable development regulations from the heavy industrial zone (IH-2-1) in the LDC, with the exception that industrial uses on the project site would be constructed using a maximum FAR of 0.5 which is lower than the maximum permitted by the base regulations (i.e., FAR of 2.0). Alternatively, all but the lots proposed for CBF development could be developed with industrial uses. Specific design details for the industrial office/warehouse buildings would be submitted in the future when building permits are requested. The future submittals made by the applicant for industrial uses would be subject to a Process Level Two SCR.

### **3.2.2 Parking**

Parking facilities for the CBF would be constructed in accordance with passenger parking ratio established for the San Diego International Airport (SDIA) Master Plan (San Diego County Regional Airport Authority 2008), at a ratio of 0.13 spaces per daily passenger (LSA 2011). All the other uses including the hotels, commercial, and industrial uses, would be parked in compliance with the requirements of Chapter 14, Article 2, Division 5, of the City's LDC.

Parking for the CBF would primarily be located in a phased, open-air parking structure on 10.2 acres of the site (Figure 3-3). Initially, all parking needs for the CBF would be satisfied through the construction and use of surface parking areas adjacent to the CBF. As the CBF facility passenger load increases over time, the surface parking area north of the CBF (i.e., Lot 10) would be converted to a phased parking structure. At build-out, parking spaces for a minimum of 2,239 personal vehicles would be constructed on site primarily within the four-level, 772,000-SF parking structure. The parking structure would be used for short-term parking for those waiting for passengers arriving from TIJ Airport and for long-term parking by airline travelers who would leave their vehicle on site while out of the country. The parking structure would also incorporate car rental operations, including service counters and vehicle storage.

Spaces dedicated for CBP staff would be located in a separate, secure, access-controlled lot on the south side of the site, adjacent to the CBF. CBP staff would access the CBF via a separate staff entrance. Parking for non-CBP staff would be on the west side of the building near the loading dock.

Parking for the industrial, hotel or commercial uses developed on site would be constructed on the individual lots associated with those uses, in accordance with the applicable parking regulations from the LDC for the IH-1-2 and/or CV-1-1 base zones.

### **3.2.3 Circulation/Access**

#### **Vehicular Circulation**

Local access to the project site would be via Siempre Viva Road with direct connections to Otay Pacific Drive and Las Californias Drive. Proposed on-site circulation improvements would occur within the existing graded site. These improvements would include shortening and relocating the two existing cul-de-sacs associated with Otay Pacific Drive and Las Californias Drive. The cul-de-sacs would be rebuilt approximately 230 feet north of their current locations. In addition, Otay Pacific Drive would also be widened by approximately 20-18 feet on its western side, from the cul-de-sac northward to its signalized intersection with Siempre Viva Road, and a raised center median would be constructed to provide a four-lane major arterial. Siempre Viva Road would be widened by approximately 10-16 to 18 feet along the property frontage in two locations: 18-feet wide for a distance of 360 feet west of Otay Pacific Drive, and 16-feet wide for a distance of approximately 260-300 feet west of Las Californias Drive. This widening would accommodate the addition of right-turn pockets in future phases of the project. In addition, Otay Pacific Place would be widened on the southern side to create a four-lane collector, and the east side of Las Californias Drive would be widened for approximately 340 feet south of Siempre Viva Road to accommodate truck turning movements.

The public right-of-way for the portions of Otay Pacific Drive and Las Californias Drive that are south of Otay Pacific Place would be vacated. The vacation of streets associated with the proposed project would total 0.994 acre. In addition, 0.818 acre of ROW acquisition is proposed along Otay Pacific Drive and Otay Pacific Place. The proposed CPA would add the three on-site roads to the Circulation Element of the OMCP: Otay Pacific Drive from a local street to a four-lane major, Otay Pacific Place from an industrial collector to a four-lane collector, and Las Californias Drive from an industrial collector to a two-lane collector with a two way left turn lane. Three other segments would be reclassified: Britannia Boulevard from SR-905 to Airway Road from a four-lane major to a six-lane primary arterial, Britannia Boulevard from Airway Road to Siempre Viva Road from a four-lane major to a six-lane major, and Otay Mesa Road from Piper Ranch Road to SR-125 from a four-lane primary arterial to a six-lane major arterial. All streets internal to the CBF lots would be considered private driveways as determined by the City of San Diego Street Design Manual.

Traffic flow around the CBF parking structure would be in a counter-clockwise direction, with the primary entrance to the structure on the southeast side; structure egress on the northwest side; bus unloading, taxi and passenger drop-off zones on the southwest side between the parking



structure and the CBF; and bus loading, taxi and passenger pick-up zones also on the southwest side (refer to Figure 3-3). Bike lanes would be provided along on site roads.

In addition to the on-site circulation activities/improvement described above, a number of off-site roadway improvements are identified as mitigation for project-related traffic impacts in Section 5.2. Accordingly, the proposed project would implement the following mitigation measures, which would require the construction of additional travel lanes or roadway widening where insufficient pavement exists today to accommodate the improvements (refer to Figures 3-6a, *Proposed Off-site Transportation/Circulation Mitigation – Otay Mesa Road*; 3-6b, *Proposed Off-site Transportation/Circulation Mitigation – Britannia Boulevard*; and 3-6c, *Proposed Off-site Transportation/Circulation Mitigation – Siempre Viva Road*). A description of the proposed improvements is provided below using the traffic mitigation identification number from Section 5.2 (i.e., Tra-x).

- Tra-3 (Siempre Viva Road between Otay Pacific Drive and Britannia Boulevard) - Widen the roadway to an interim four-lane major with raised median west of Otay Pacific Drive to the western project boundary, and restripe the roadway to a four-lane major from the western project boundary to Britannia Boulevard (This would require widening on the north side of Siempre Viva Road from Otay Pacific Drive westerly to provide for an interim four-lane major). This improvement would encompass 0.94 acre adjacent to Siempre Viva Road.
- Tra-12 (Siempre Viva Road between Otay Pacific Drive and Las Californias Drive) - Widen/restripe the roadway between Otay Pacific Drive and Las Californias Drive from a two-lane collector to a four-lane collector without a center lane. This improvement would encompass 0.48 acre adjacent to Siempre Viva Road.
- Tra-6/21-23 (Britannia Boulevard between Airway Road and Siempre Viva Road) - Widen on both sides to a six-lane major arterial. This improvement would encompass 3.75 acres adjacent to Britannia Boulevard.
- Tra-17 (Otay Mesa Road between SR-905 southbound ramp and La Media Road) - Widen the southern side of the segment from a five-lane major to a six-lane major arterial (capacity 50,000 ADT). This improvement would encompass 2.20 acres adjacent to Britannia Boulevard.

The required improvements would have the potential to disturb Environmentally Sensitive Lands (ESL), thus triggering the need to obtain an SDP. ~~Subsequent implementation of~~ The additional mitigation measures/improvements identified in Section 5.2 are not included as part of the project-level analysis in this EIR. Subsequent implementation of these and other traffic measures would also require appropriate environmental evaluation, and authorization under one or more SDPs.

## Pedestrian Circulation

Full development of the site would provide for pedestrian circulation through the construction of a network of contiguous and non-contiguous sidewalks, pathways, and public spaces (Figure 3-7, *Pedestrian Circulation Concept*). These pedestrian facilities would provide convenient connections between the proposed uses within the project site and to off-site areas. In the southern portion of the site, the pedestrian exit from the parking lot or parking structure serving the CBF would be approximately 230 feet from the entrance to the CBF and would feature a cross-walk to allow safe cross-connections. The sidewalks, walkways and crosswalks would also traverse the public plaza proposed near the entrance to the CBF.

### **3.2.4 Landscape Treatments**

The development of the project site would include landscape treatments along the street frontages and adjacent to the various buildings. The landscape design would establish a theme for the property which would complement the project architecture by providing a variety of trees, shrubs, and ground cover to accent building architecture and to filter and screen large buildings, where needed. Landscape would be provided on site in accordance with the requirements of Chapter 14, Article 2, Division 4, of the City's LDC, the Land Development Manual – Landscape Standards, all other landscape-related City and regional standards, and landscape guidelines contained in the PDP.

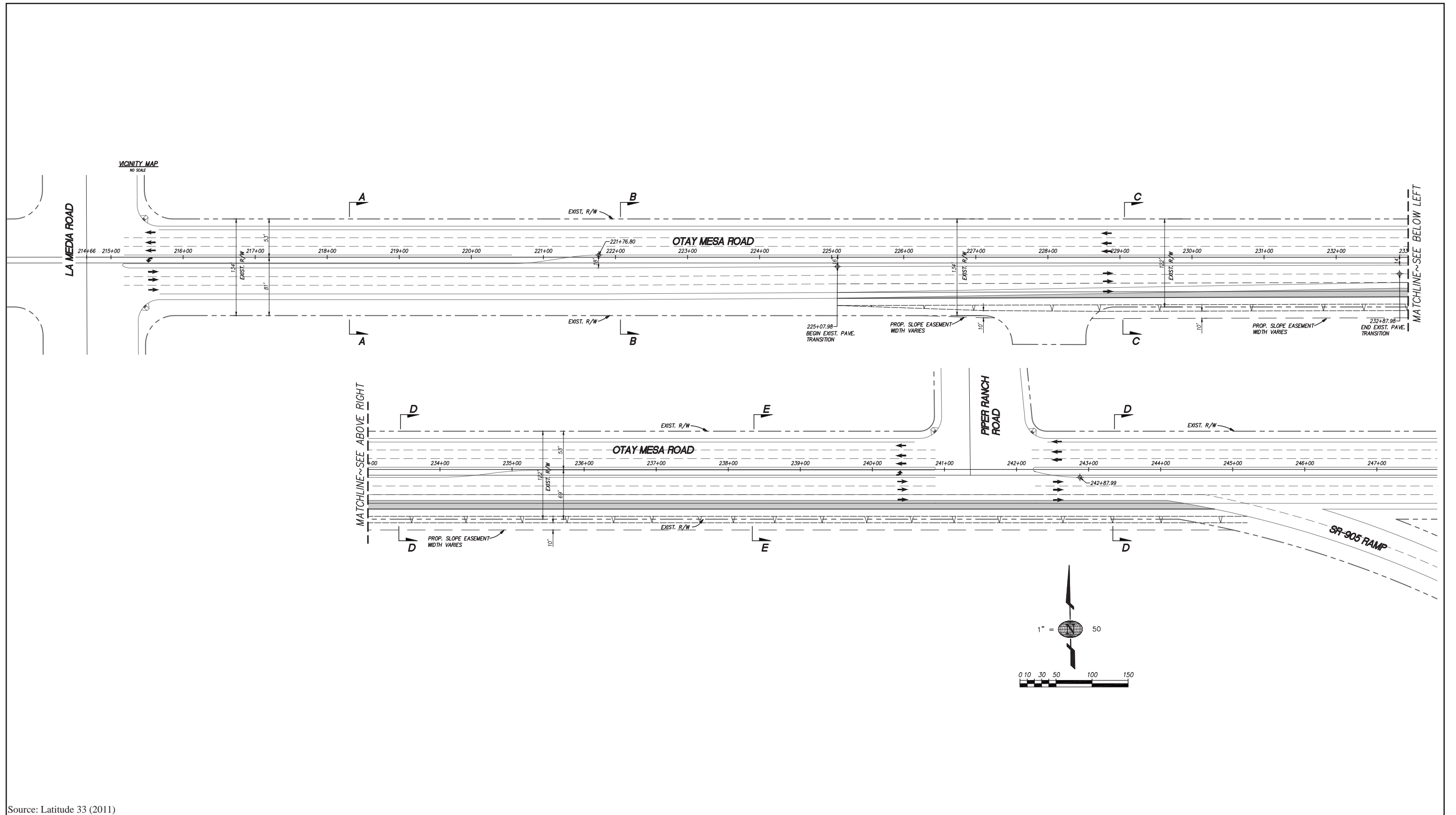
Landscaping would be installed on the site in accordance with City requirements and would consist of a mix of street trees, accent trees, shrubs, grasses, ground cover and vines (Figures 3-8a, *CBF Landscape Concept-Southern Portion of Site* and 3-8b, *Landscape Concept – Northern Portion of Site*). Low-water use species have been selected for the plant palette, in accordance with the City's LDC Landscape Regulations and Land Development Manual – Landscape Standards. No invasive species would be planted on site.

Existing street trees along Las Californias Drive and Otay Pacific Place would remain in place until the other uses are developed. Some existing trees along the southern boundary of Siempre Viva Road would be relocated in new parkway to accommodate the widened right-turn pocket. New street trees and ground cover would be placed along the western side of Otay Pacific Drive. The new trees would match the existing trees on the eastern side of Otay Pacific Drive.

The remaining portions of the project site would receive full landscaping upon development of future uses (hotels, commercial, and industrial uses). As an interim condition, these areas would be maintained consistent with erosion control measures and ROW landscaping until such time as a SCR has been processed for these lots to include final site design and corresponding landscape treatments.

### **3.2.5 Utilities**

The project site has full service connections for all necessary utilities; although no demand for existing utilities exists at this time since the lots remain undeveloped. Electricity and gas are provided by Sempra Energy. Water is supplied by Otay Water District. Sewage and fire services are supplied by the City. Telephone services are supplied by SBC, and cable television services



Source: Latitude 33 (2011)

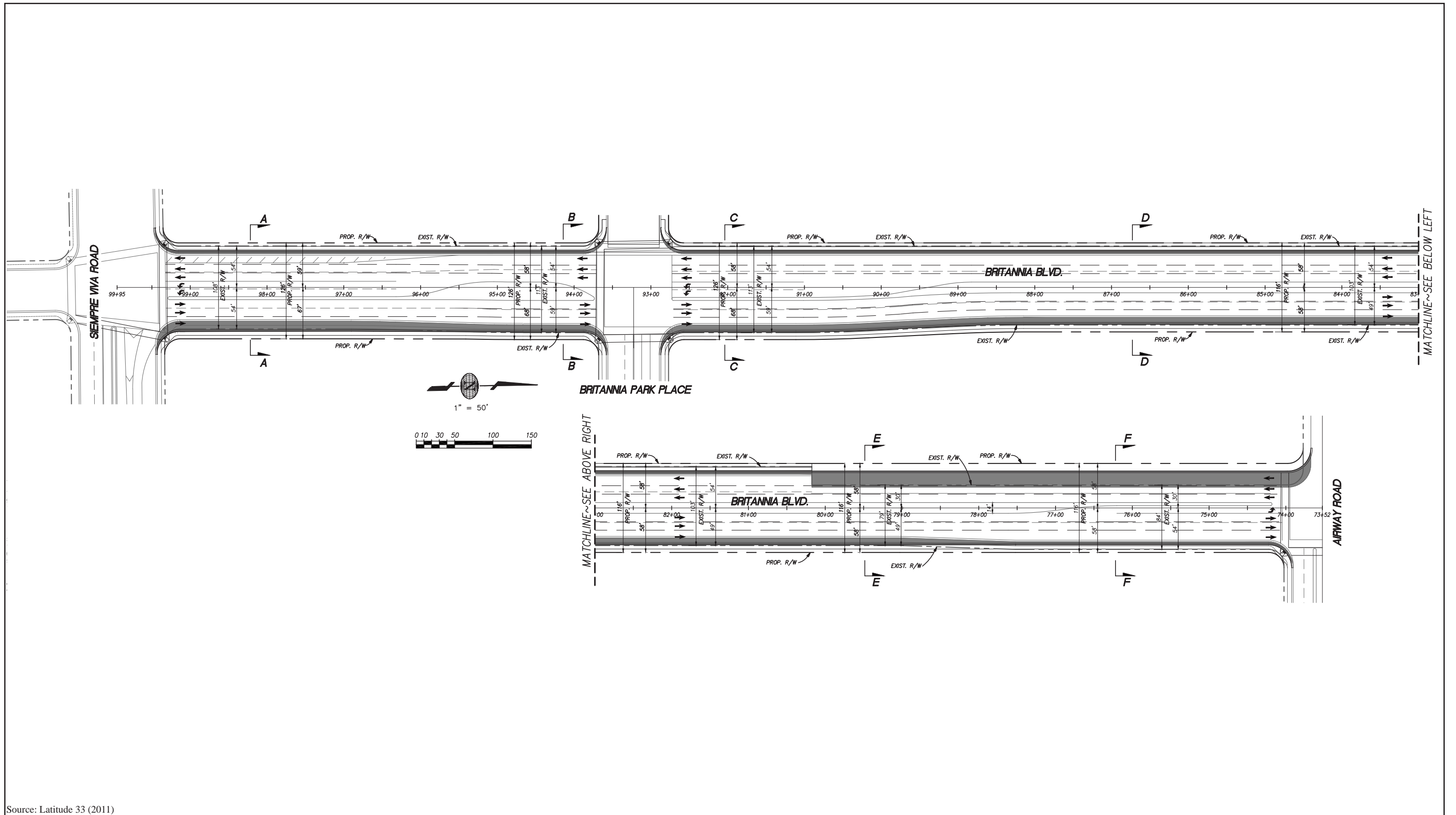
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## Proposed Off-site Transportation/Circulation Mitigation (TRA-17) - Otay Mesa Road

OTAY-TIJUANA CROSS BORDER FACILITY DEVELOPMENT PROJECT

Figure 3-6a





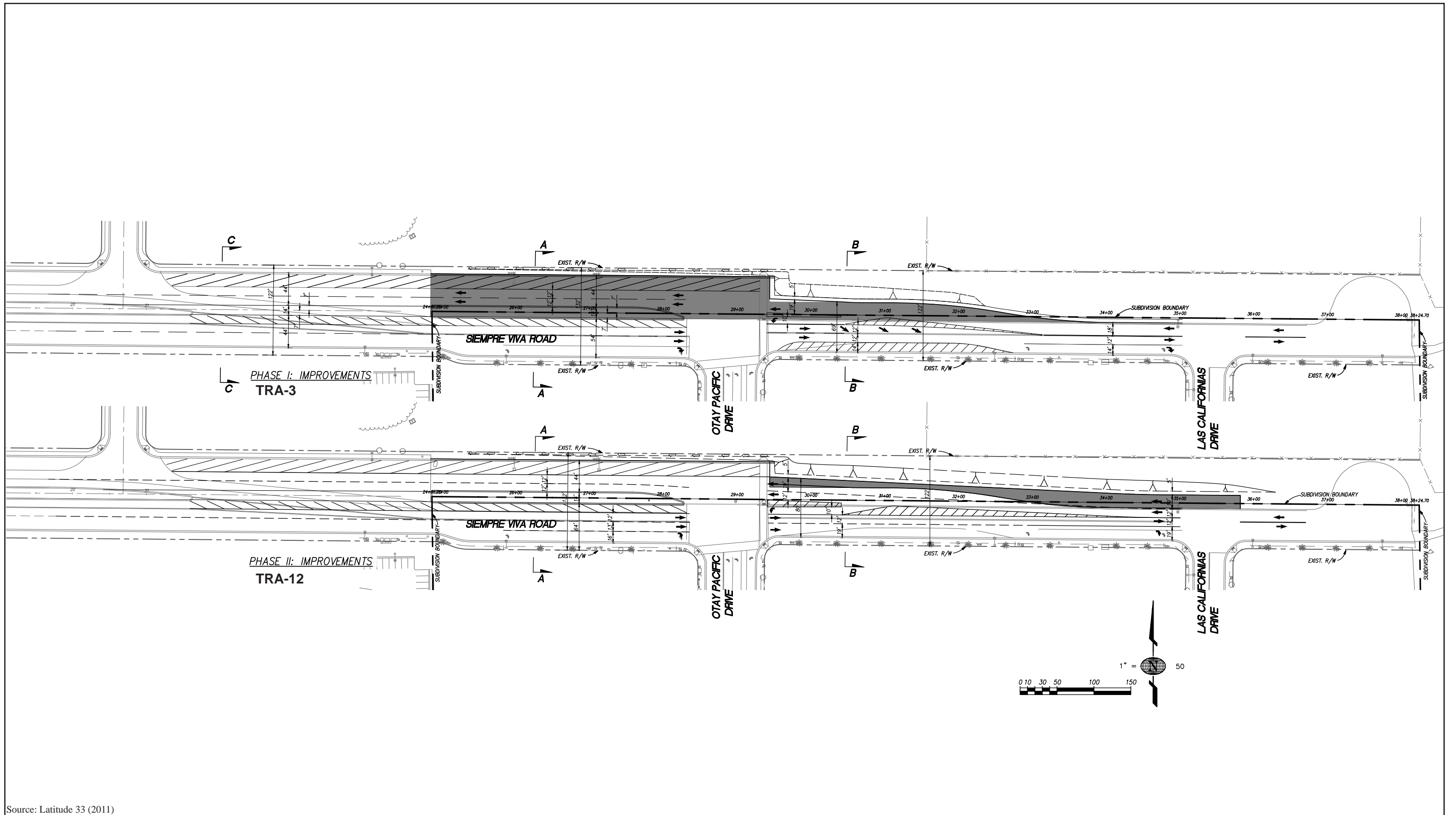
Source: Latitude 33 (2011)  
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## Proposed Off-site Transportation/Circulation Mitigation (TRA-6/23) - Britannia Boulevard

OTAY-TIJUANA CROSS BORDER FACILITY DEVELOPMENT PROJECT

Figure 3-6b





Source: Latitude 33 (2011)  
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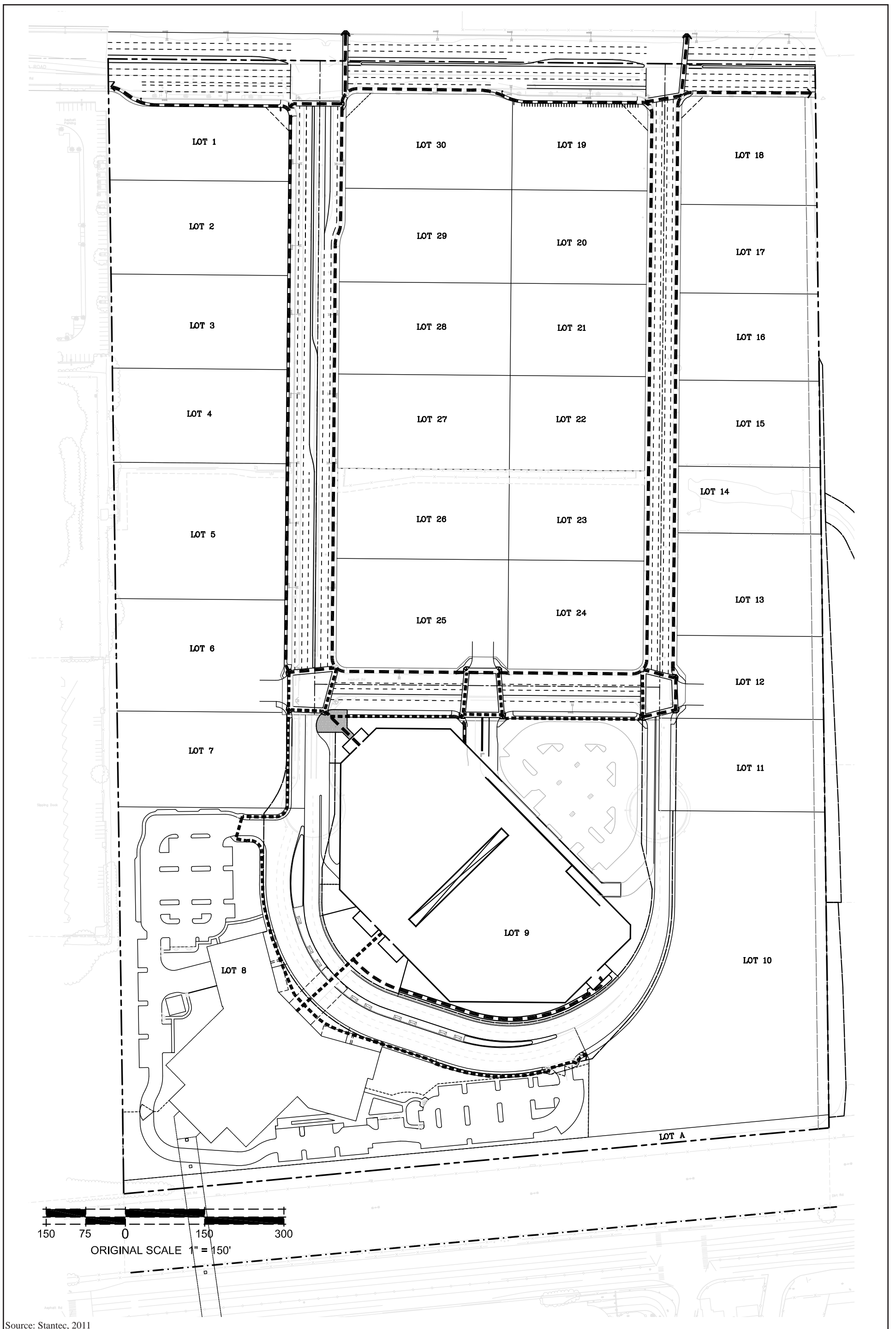
### Proposed Off-site Transportation/Circulation Mitigation (TRA-3 and TRA-12) - Siempre Viva Road

OTAY-TIJUANA CROSS BORDER FACILITY DEVELOPMENT PROJECT

Figure 3-6c







Source: Stantec, 2011

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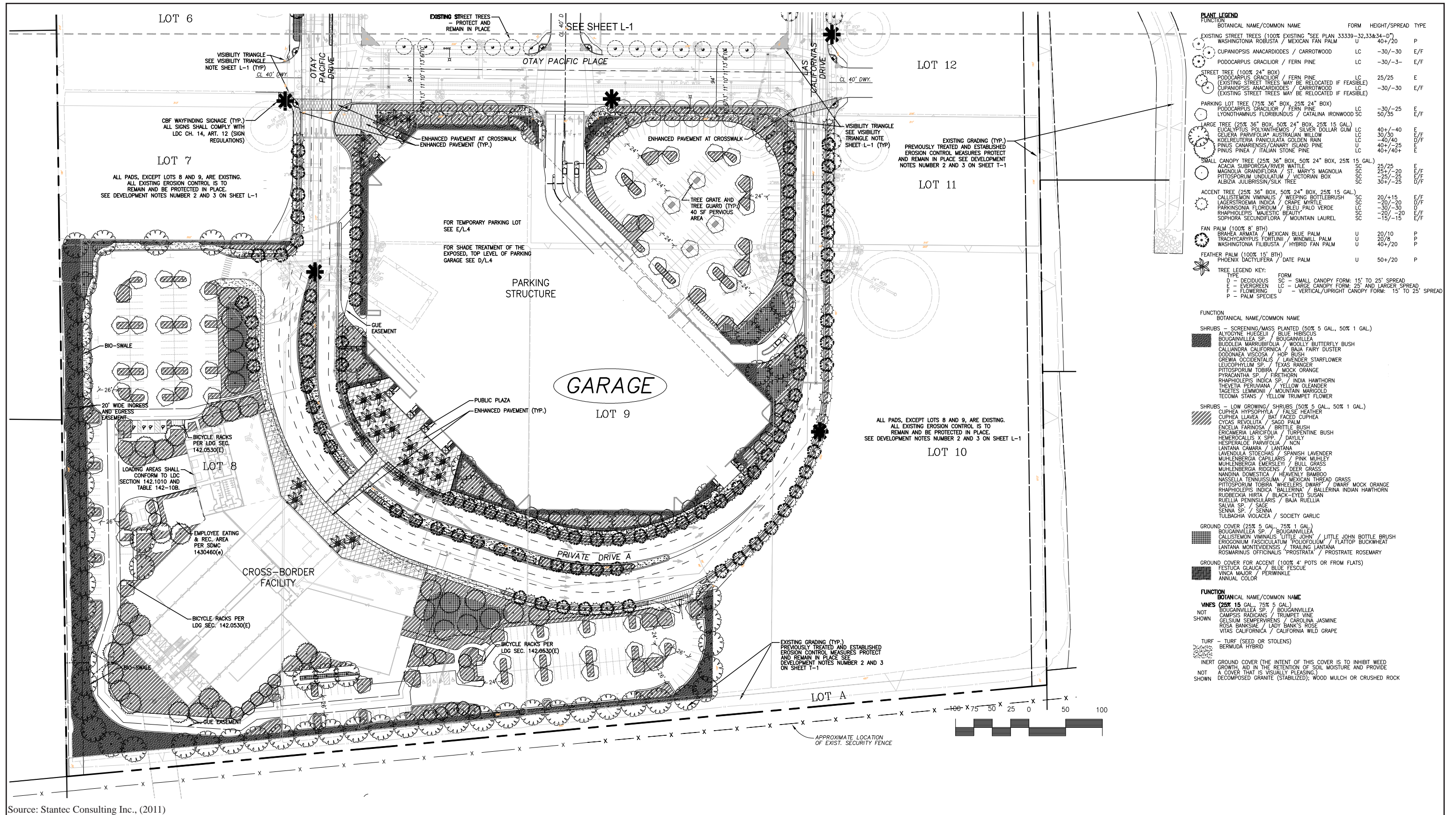
## Pedestrian Circulation Concept

OTAY-TIJUANA CROSS BORDER FACILITY DEVELOPMENT PROJECT

Figure 3-7







Source: Stantec Consulting Inc., (2011)  
 I:\ArcGIS\O\OTJ\02 OtayBorderFacility\Map\ENV\EIR\Fig3-8a\_Landscape\_South.indd -JP

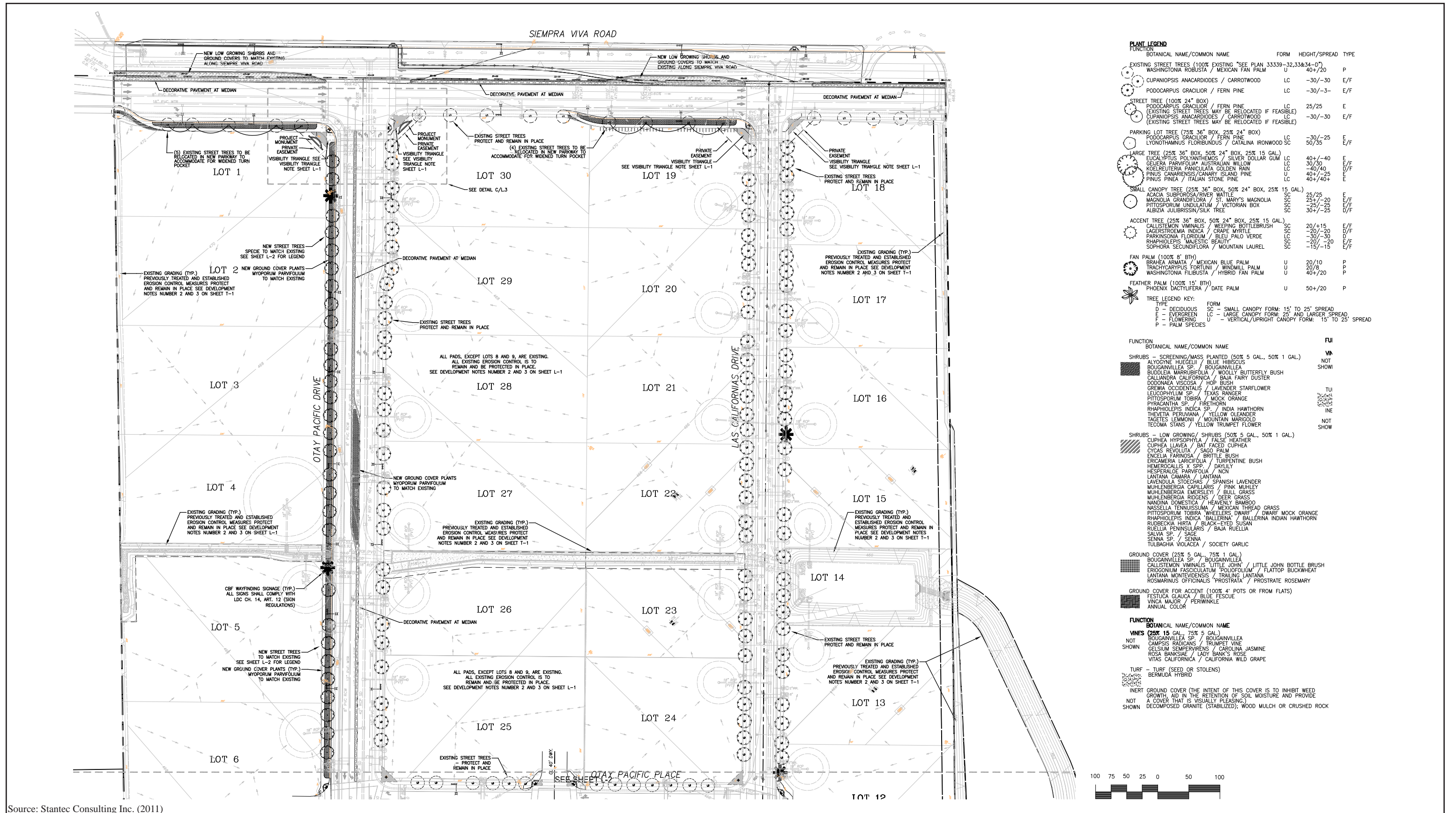
# CBF Landscape Concept - Southern Portion of Site

OTAY-TIJUANA CROSS BORDER FACILITY DEVELOPMENT PROJECT

Figure 3-8a







Source: Stantec Consulting Inc. (2011)  
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## Landscape Concept - Northern Portion of Site

OTAY-TIJUANA CROSS BORDER FACILITY DEVELOPMENT PROJECT

Figure 3-8b





are provided by Cox Communications. No utility upgrades would be required on or off site to service the proposed uses on site. A description of public utility connections and service required for the proposed project is further elaborated on in Section 5.8, *Public Utilities*, of this report.

### 3.3 PROJECT PHASING AND CONSTRUCTION

#### 3.3.1 Phasing

It is anticipated that the proposed project would be developed and expanded in phases, with the construction of the CBF and associated parking occurring first, and the construction of the hotel sites, commercial uses, and industrial uses occurring over time. Based on the air travel market projections conducted for the project (SH&E 2009), development of the CBF is anticipated to occur in three phases, as described in Table 3-1, *Potential CBF Development Phases*. The size, configuration, and components of each phase would be driven by the northbound peak hour passenger flows using the CBF. The actual phasing would be driven by market demand and population growth.

	<b>CBF Total                  Square Footage</b>	<b>Approximate                  Parking Space                  Requirements</b>	<b>Approximate                  Operational                  Year*</b>
Phase 1	65,000	889	2012
Phase 2	65,000	1,318	2017
Buildout	95,000	2,239	2026

\* Projected year of completion is based on current market projections for the CBF (SH&E 2009).

Initially, the CBF building would be an approximately 65,000-SF, two-level facility designed to serve up to approximately 6,838 average daily passengers. There would be no parking structure in Phase 1; instead all 889 parking spaces would be accommodated in surface parking lots.

In Phase 2, the basic parking structure would be constructed to accommodate approximately 1,318 vehicles, but the CBF building's capacity would be increased through internal improvements rather than through new building construction. During Phase 2, it is anticipated that the number of passengers using the facility would rise to approximately 10,141 average daily passengers.

By build-out, the CBF building would be expanded an additional 30,000 SF to a total of 95,000 SF, designed to serve up to approximately 17,225 average daily passengers. The parking structure would ultimately be expanded to accommodate a minimum of 2,239 on-site parking spaces for the CBF.

During each of the CBF phases, the amount of space devoted to various activities in the CBF (i.e., CBP inspection area, waiting areas, tolling and ticket verification) would change to accommodate the increased pedestrian flow across the bridge. The CBF would remain a two-level building in all phases, and the pedestrian bridge across the border would not change its size or configuration from that constructed during Phase 1.

Potential project phasing should certain industrial lots be developed with hotel or commercial uses, in concert with the CBF, is provided in Table 3-2, *Potential Phasing Scenario for Site Development*. This phasing scenario is only one of many possible phasing scenarios and was used as the highest intensity development scenario for assessing environmental impacts caused during phased buildout of the property (refer to *Transportation/Circulation*, *Air Quality* and *Greenhouse Gas Emissions* discussions contained in Sections 5.2, 5.4 and 5.5 of this report).

<b>Land Use<sup>1</sup></b>	<b>Phase 1</b>	<b>Phase 2</b>	<b>Buildout</b>	<b>Total</b>
Cross Border Facility (SF)	65,000	0	30,000	<b>95,000</b>
Hotel (rooms)	0	170	170	<b>340</b>
Gasoline with Food Mart (pumps)	0	12	0	<b>12</b>
Specialty Retail (SF)	0	20,000	20,000	<b>40,000</b>
Industrial Office/Warehouse (SF)	0	0	402,000	<b>402,000</b>

<sup>1</sup>The unit type for each land use is indicated in parentheses following the name of the land use.

### **3.3.2 Grading and Construction**

The project site is currently rough graded, although finish grading would be undertaken as part of the construction process for the CBF and other uses proposed on site. For the CBF development, it is anticipated that approximately 28,000 cubic yards (c.y.) of cut and 17,000 c.y. of fill would be required; excess fill would be disposed at an approved location. An additional 1,500 c.y. of grading is anticipated during the construction of the potential hotel, commercial and industrial uses. No retaining walls would be required to implement the project. The maximum height of fill slopes would be five feet and the maximum height of cut slopes would be six feet (at 2:1 ratios). The remaining portions of the project site would be maintained consistent with erosion control measures and ROW landscaping until the development of future uses occurs. The anticipated construction start date for the initial phase of the project is January 2012.

### 3.4 DISCRETIONARY ACTIONS

This EIR is intended to provide documentation pursuant to CEQA to cover all local, regional, and state permits and/or approvals which may be needed to construct or implement the proposed project, including the off-site roads identified in Section 3.2.3. The anticipated discretionary approvals required to implement the project are identified in Table 3-3, *Discretionary Actions*, and briefly described below.

<b>Approval/Permit</b>	<b>Approving Agency</b>
Vesting Tentative Map	City of San Diego
Planned Development Permit	City of San Diego
Site Development Permit	City of San Diego
Community Plan Amendment	City of San Diego
Street Vacation	City of San Diego
EIR Certification	City of San Diego
Process Level Two SCR	City of San Diego
Presidential Permit for CBF*	U.S. State Department
Review of CBF design	U.S. Customs and Border Protection
CBF Approval	Mexico Government
National Pollutant Discharge Elimination System (NPDES) Municipal Storm Water Permit Compliance	Regional Water Quality Control Board
NPDES General Construction Activity Permit for Stormwater Discharges Compliance	Regional Water Quality Control Board State Water Resources Control Board
California Fish and Game Code Section 1602 Streambed Alteration Agreement**	California Department of Fish and Game
Federal Clean Water Act Section 404 Permit**	U.S. Army Corps of Engineers
Federal Clean Water Act Section 401 Water Quality Certification**	San Diego Regional Water Quality Control Board

Note:

\* The U.S. State Department issued a Presidential Permit for the CBF component of the proposed project in August 2010 (U.S. State Department 2010), with National Environmental Policy Act (NEPA) compliance provided through an Environmental Assessment (EA) and related Finding of No Significant Impacts (FONSI) published in the Federal Register on July 23, 2010 (Volume 75, Number 141; Public Notice 7094).

\*\* Potentially required depending on outcome of final jurisdictional determination by resource agencies.

#### 3.4.1 Vesting Tentative Map

The project would require a VTM to permit the re-subdivision of land on the project site. The lots would be re-subdivided into lots 1 through 30 of the Otay Pacific Business Park (Figure 3-2).

### **3.4.2 Planned Development Permit**

The intent of a PDP is to accommodate, to the greatest extent possible, an equitable balance of development types, intensities, styles, site constraints, project amenities, public improvements, and community and City benefits. The San Diego Municipal Code allows applicants to obtain a PDP to provide flexibility in the design of projects. A PDP is proposed to establish development regulations for the project in accordance with the LDC, including a site plan. The intent of the PDP for the proposed project is to utilize the OMDD Industrial base zoning regulations of the LDC for CBF and industrial development regulations and the commercial base zoning regulations for the hotel and commercial uses. All of these requirements would be governed by conditions in the PDP, including design guidelines based on the Urban Design Element of the General Plan (City of San Diego 2008).

In accordance with the PDP, all lots within the subdivision would be subject to the use and development regulations of the IH-2-1 zone, except that business and professional office uses may also be permitted and a setback deviation would be permitted on Lot 8 of the subdivision for the CBF pedestrian bridge structure. Lots identified for potential commercial use may develop uses in the commercial categories of “Retail Sales” and “Commercial Services.” Development of these uses will be subject to the use and development regulations of the CV-1-1 zone.

Except the CBF, future project submittals under the proposed PDP would be subject to a Process Level Two SCR and be required to demonstrate conformance with the PDP and this EIR.

### **3.4.3 Site Development Permit(s)**

An SDP would be required for the proposed on-site hotel facilities (pursuant to San Diego Municipal Code [SDMC] Section 1517.0202[b][4]), as well as to permit encroachment into ESL adjacent to off-site roads where improvements are required to mitigate for project traffic impacts. Off-site impacts to ESL resources from the noted traffic mitigation measures are discussed in Section 5.9, *Biological Resources*. In addition, potential impacts to paleontological and cultural resources from the proposed off-site roadway improvements are described in Sections 5.7, *Paleontological Resources*, and 7.4, *Historical Resources*, with related impacts to all other issues areas evaluated in this EIR determined to be less than significant and not evaluated further herein (refer to Section 1.4, *EIR Scope*, for additional information).

### **3.4.4 Community Plan Amendment**

The Community Plan currently designates the proposed site as Industrial, with which the project’s proposed uses are not consistent. The proposed CPA would change the land use designation for the entire site from Industrial to Institutional and permit the implementation of the CBF and other non-industrial uses on the site as allowed by the PDP and SDP. The CPA would also add the on-site roads to the OMCP as the following classifications: Otay Pacific Drive (four-lane major), Otay Pacific Place (four-lane collector) and Las Californias Drive (two-lane collector) and would upgrade the classification of Britannia Boulevard to a six-lane primary arterial from SR-905 to Airway Road and to a six-lane major road from Airway Road to Siempre Viva Road.

### **3.4.5 Street Vacation**

The project proposes a vacation of the public ROW for Otay Pacific Drive and Las California Drive, south of Otay Pacific Place. The vacation of streets associated with the proposed project would total 0.994 acre.

### **3.4.6 Other Approvals**

A Presidential Permit for the CBF was received by the applicant from the U.S. State Department in August 2010, after satisfying environmental review requirements under NEPA through preparation/approval of an EA.

The applicant would be required to obtain federal reviews and approvals for the CBF, local approval of a NPDES General Construction Activity Permit for storm water/erosion control, and show compliance with the NPDES Municipal Storm Water Permit. The Regional Water Quality Control Board, Region 9, is responsible for NPDES permitting.

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## Section 4.0

# HISTORY OF PROJECT CHANGES







## 4.0 HISTORY OF PROJECT CHANGES

The proposed project has been revised by the project applicant from the original application submitted in January 2011 in response to input and comments received from members of the City of San Diego Development Services Department and other City of San Diego staff. A brief description of the changes incorporated into the project as a result of input and comments received from City staff is provided below.

The parking structure for the proposed CBF facility as originally proposed required a deviation from the underlying base zone to reduce the front yard setback. The proposed deviation would have reduced the setback to a 10-foot minimum along a 100-foot section of the parking structure frontage facing Otay Pacific Place. Implementation of the reduced setback would have allowed for a larger parking structure on site than would be permitted with the standard 25-foot setback permitted in the underlying zone. The project applicant revised the parking structure design to reflect the minimum front yard setback contained in the base zone regulations; the deviation is no longer proposed for the project.

During City staff review of the proposed project, the compatibility between the future hotel and industrial land uses on site were of concern. To address this issue, conditions have been added to the PDP which require a 30-foot separation between the hotel and industrial structures. This 30-foot separation would minimize the hotel visitors' exposure to activities associated with industrial uses that could produce noise and other undesirable conditions. The 30-foot separation identified in the PDP may include areas devoted to parking, open space, sidewalks, and street right-of-way (ROW). The PDP would also require a buffer consisting of landscape and six-foot tall fencing on property lines where hotel and industrial uses share a common property line.

As discussed in Chapters 1.0 (*Introduction*) and 3.0 (*Project Description*) of this EIR, the proposed project now also includes an SDP application to address the potential on-site hotel development, as well as the proposed encroachment into ESL adjacent to off-site roads where proposed improvements would mitigate some of the direct project traffic impacts. As discussed in Section 5.9, *Biological Resources*, appropriate mitigation would be implemented for impacts to biological resources associated with the proposed off-site roadway improvements, with no other related significant impacts identified (refer to Sections 1.4, *EIR Scope*, and 3.4.3, *Site Development Permit[s]*, for additional information).

Additional changes that have occurred since the initiation of the project include the addition of bike lanes to the on-site roads, and the use of non-contiguous sidewalks for all new parkways associated with the project.

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Section 5.0

# ENVIRONMENTAL ANALYSIS





## 5.0 ENVIRONMENTAL ANALYSIS

### 5.1 LAND USE

#### 5.1.1 Existing Conditions

##### **Existing On-site Uses**

The 63.8-acre project site is currently vacant and has been graded for industrial park use as part of the Otay Pacific Business Park (refer to Figure 2-3, *Project Site*). Public right-of-ways were dedicated and infrastructure installed on site, including travel lanes, sidewalks, curbs and gutters, street-side landscaping and cul-de-sacs associated with Otay Pacific Drive, Las Californias Drive and Otay Pacific Place. Other site improvements installed as part of the prior approvals consist of utility lines, including storm drain, electrical connections, water and sewer lines, and various interim erosion-control measures, such as sedimentation/detention basins and hydroseed. The off-site traffic mitigation areas feature undeveloped and developed land adjacent to area roads.

##### **Existing Surrounding Uses**

The project site is located within the community of Otay Mesa, and is adjacent to the U.S.-Mexico International border. Land immediately surrounding the site is designated for industrial use and certain parcels feature industrial buildings and operations (refer to Figure 5.1-1, *Surrounding Land Uses*). Immediately to the west are developed industrial parcels, some of which contain industrial buildings. To the east is an undeveloped parcel featuring a drainage easement (containing a detention structure) and improvements that receive on-site stormwater runoff and direct it toward the south and west. To the north of the project site is vacant land and an auto storage yard. Northeast of the project site is a sand and gravel operation. The southern property line features the U.S. border fence. South of the fence is a 150-foot wide strip of land reserved for U.S. Border Patrol operations, as well as an area designated for a planned truck route that would lead from the south terminus of Britannia Boulevard east toward the existing Otay Mesa POE. Two single-family residences are located in the project area. One residence is located approximately 0.5 mile west of the site and the other residence is located 0.2 mile east of the site.

##### **Applicable Plans and Policies**

Plans, policies and ordinances that pertain to land use and transportation planning for the proposed project are contained in elements and policies of the General Plan, the Otay Mesa Community Plan (OMCP), the City Land Development Code (LDC), SANDAG's Regional Comprehensive Plan (RCP; 2004), Natural Community Conservation Planning Program (NCCP), California State Implementation Plan (SIP), Water Quality Control Plan for the San Diego Basin, and the Brown Field Municipal Airport Land Use Plan. These policies address a variety of issues, including development of a comprehensive regional transportation plan, efficient growth patterns, development at appropriate densities in accordance with existing community character, conservation of sensitive habitats, provision of open space, and protection against incompatible land uses. In addition, the project is subject to compliance with all other

applicable local, state, and federal regulations. The applicable policies of these plans, ordinances, and regulations are described below.

As a privately-funded project, the CBF is not included in the 2030 San Diego Regional Transportation Plan: Pathways for the Future (RTP; SANDAG 2007a) or the 2008 Regional Transportation Implementation Plan (RTIP; SANDAG 2008). However, the Draft 2050 Regional Transportation Plan was released for public review in April 2011. While the Draft 2050 Regional Transportation Plan does not include any funding for a CBF, it is included as a planned transportation facility.

### City of San Diego General Plan

The City approved an updated General Plan on March 10, 2008. The General Plan is a comprehensive, long-term document that sets out a long-range vision and policy framework for how the City could grow and develop, provide public services, and maintain the qualities that define San Diego. Accordingly, the General Plan “provides policy guidance to balance the needs of a growing city while enhancing quality of life for current and future San Diegans” (City 2008a). The General Plan is comprised of a Strategic Framework section and ten elements including: Land Use and Community Planning; Mobility; Urban Design; Economic Prosperity; Public Facilities, Services and Safety; Recreation; Conservation; Historic Preservation; Noise; and Housing. It should be noted that State law requires that a Housing Element be updated at five-year intervals; therefore, the Housing Element was updated prior to the March 2008 date of adoption of the General Plan and is applicable for fiscal years 2005-2010. The following discussion summarizes each element that is relevant to the proposed project. In addition, applicable goals within each element pertaining to the proposed project are evaluated in detail as presented in Table 5.1-1, *City of San Diego Land Use Goals, Objectives, and Policies Consistency Evaluation*. The Housing, Recreation, and Historic Preservation Elements are not relevant to the proposed project and therefore are not summarized below or included in Table 5.1-1.

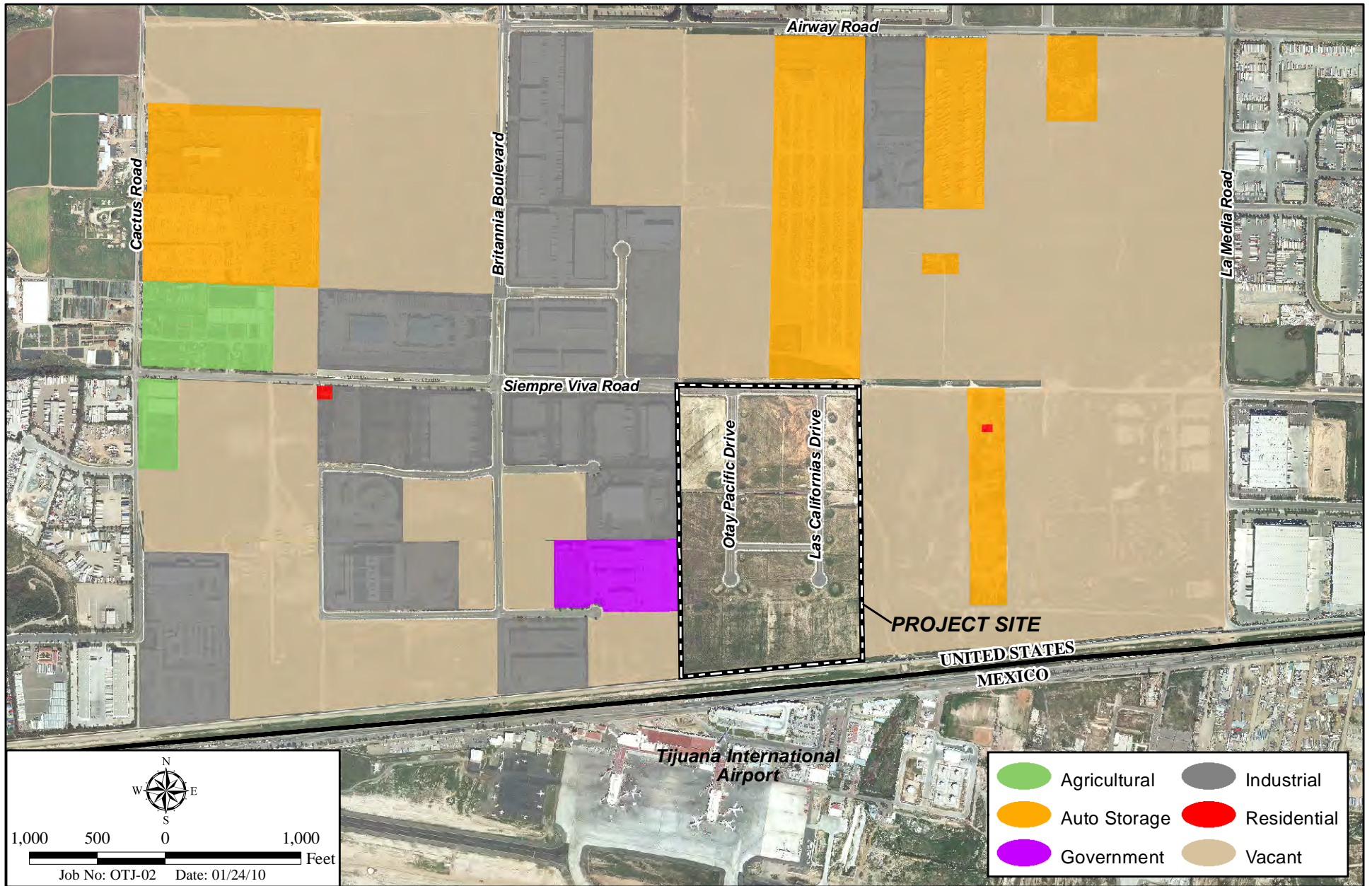
#### *Land Use and Community Planning Element*

The purpose of the Land Use and Community Planning Element (Land Use Element) is “to guide future growth and development into a sustainable citywide development pattern, while maintaining or enhancing quality of life in our communities” (City 2008a). The Land Use Element addresses land use issues that apply to the City as a whole and identifies the community planning program as the mechanism to designate land uses, identify site-specific recommendations, and refine citywide policies, as needed. The Land Use Element establishes a structure that respects the diversity of each community and includes policies that govern the preparation of community plans. The Land Use Element addresses zoning and policy consistency, the plan amendment process, airport-land use planning, annexation policies, balanced communities, equitable development, and environmental justice.

#### *Mobility Element*

The purpose of the Mobility Element is “to improve mobility through development of a balanced, multi-modal transportation network” (City 2008a). The element identifies the





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## Surrounding Land Uses

OTAY-TIJUANA CROSS BORDER FACILITY DEVELOPMENT PROJECT

Figure 5.1-1



proposed transportation network and strategies needed to support the anticipated General Plan land uses. The Mobility Element's policies promote a balanced, multimodal transportation network that gets people where they want to go while minimizing environmental and neighborhood impacts. The Mobility Element contains policies that address walking, streets, transit, regional collaboration, bicycling, parking, the movement of goods, and other components of a transportation system. Together, these policies advance a strategy for relieving congestion and increasing transportation choices.

### *Urban Design Element*

The purpose of the Urban Design Element is “to guide physical development toward a desired image that is consistent with the social, economic and aesthetic values of the City” (City 2008a). The Urban Design Element policies capitalize on San Diego's natural beauty and unique neighborhoods by calling for development that respects the natural setting, enhances the distinctiveness of its neighborhoods, strengthens the natural and built linkages, and creates mixed-use, walkable villages throughout the City. Urban Design Element policies help support and implement land use and transportation decisions, encourage economic revitalization, and improve the quality of life in San Diego. Ultimately, the Urban Design Element influences the implementation of all of the General Plan's elements and community plans. It sets goals and policies for the pattern and scale of development as well as the character of the built environment.

### *Economic Prosperity Element*

The purpose of the Economic Prosperity Element is “to increase wealth and the standard of living of all San Diegans with policies that support a diverse, innovative, competitive, entrepreneurial, and sustainable local economy” (City 2008a). The element links economic prosperity goals with land use distribution and employment land use policies. The Economic Prosperity Element includes economic development policies that have an indirect effect on land use. These policies are intended to support existing and new businesses that reflect the changing nature of industry, create the types of jobs most beneficial to the local economy, and prepare the workforce to compete for these jobs in the global marketplace. Additional policies encourage community revitalization through improving access to regional and national sources of public and private investment, target infrastructure development to support economic prosperity, and encourage using the leverage offered by the redevelopment process in certain communities. This element also identifies Prime Industrial Land, which support export-oriented base sector activities such as warehouse distribution, heavy or light manufacturing, research and development uses. These areas are part of even larger areas that benefit to the regional economy. The project site is not designated as Prime Industrial Land.

### *Public Facilities, Services, and Safety Element*

The purpose of the Public Facilities, Services, and Safety Element (Public Facilities Element) is “to provide the public facilities and services needed to serve the existing population and new growth” (City 2008a). This element contains 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 the Public Facilities

Element also apply to transportation, as well as park and recreation facilities and services. The element also provides policies to guide the provision of a wide range of public facilities and services, including fire-rescue, police, wastewater, storm water infrastructure, water infrastructure, waste management, libraries, schools, information infrastructure, public utilities, regional facilities, healthcare services and facilities, disaster preparedness, and seismic safety.

### *Conservation Element*

The purpose of the Conservation Element is “to become an international model of sustainable development and conservation and to provide for the long-term conservation and sustainable management of the rich and natural resources that help define the City’s identity, contribute to its economy, and improve its quality of life” (City 2008a). 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 Conservation Element contains policies for sustainable development; preservation of open space and wildlife; management of resources; and other initiatives to protect the public, health, safety, and welfare.

### *Noise Element*

The purpose of the Noise Element is “to protect people living and working in the city of San Diego from excessive noise” (City 2008a). 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.

### Otay Mesa Community Plan

In addition to the provisions of the City’s General Plan Elements, development in the project area is governed by the goals, objectives and policies of the OMCP. Adopted in 1981, the OMCP designates the majority of land in Otay Mesa for industrial uses (Figure 2-4, *Otay Mesa Community Plan Adopted Land Use Plan*). In the eastern area of the OMCP, adjacent to the proposed project, land is exclusively designated for industrial uses, with the exception of Brown Field which is designated for aviation uses, the areas around the existing POE and adjacent to the southeast corner of Brown Field which are designated for commercial uses, and a strip of land north and east of Brown Field that is designated as open space. Under the current OMCP, residential uses are restricted to the western portion of the planning area.

The OMCP in general and the Border Crossing section of the Land Use Element, in particular, recognize the importance of the International border and make recommendations for improved border crossing. Specific goals of the OMCP that are applicable to the proposed project include:

- To assure standard public facilities and services commensurate with the development of the planning area.
- To foster a “good neighbor” policy with Mexico and promote commercial and industrial inter-cooperation.

The OMCP is in the process of being updated. The project site's designated land use is Industrial in the currently adopted OMCP, and International Business and Trade in the draft April 2011 OMCP update. In the currently adopted OMCP, objectives for industrial uses include alleviating high unemployment in the border area, providing areas suitable for the development of large scale manufacturing facilities and areas exclusive for the use of industry, among others. The City's General Plan Land Use Element (City 2008b) contains the following definition for the International Business and Trade land use designation:

*Combines the uses permitted in both the Business Park and Light Industrial designations. Allows single- and multi-tenant office, research and development, light manufacturing, and storage and distribution uses. It is appropriate to apply in portions of communities adjacent to the border, other ports of entry, or areas in transition to higher intensity industries.*

The draft April 2011 document identifies the project site as the proposed location for a potential CBF. The CBF is identified in the "Strategic Opportunities" and in the "Airports and Airport Land Use Compatibility" sections of the draft April 2011 OMCP update.

#### San Diego Land Development Code/Otay Mesa Development District

Zoning regulations for the property are governed by the Otay Mesa Development District (OMDD), and the City's LDC. Chapters 11-15 of the City Municipal Code, referred to as the LDC, contain the city's planning, zoning, subdivision, and building regulations. The OMDD permits uses within the Heavy Industrial (IH-2-1) base zone (Figure 2-5). Section 131.0601 et seq. of the San Diego LDC contains development regulations for industrial base zones, including Heavy Industrial zones. The purpose of Heavy Industrial zones is to provide space for land-intensive industrial activities emphasizing base-sector manufacturing. The Heavy Industrial zones are intended to promote efficient industrial land use with minimal development standards, while providing proper safeguards for adjoining properties and the community in general. As part of the OMCP Update, the City is proposing to eliminate the OMDD zone and defer to base zone requirements for uses in the Otay Mesa area.

There are no height limits for structures in the industrial base zones except as limited by the regulations in Chapter 13, Article 2 (Overlay Zones). The project site is not located within an Overlay Zone. There is a 20-foot minimum front setback and street setback under this zone; minimum side and rear setbacks are generally 15 feet (with several caveats) and 20 feet, respectively. The PDP regulations described below allow for uses that may be inconsistent with the use regulations of the underlying zoning provided that the use is consistent with the applicable land use designation of the site. The PDP regulations also allow for limited deviations from the development regulations of the underlying zone.

#### Planned Development Permit Procedures

The purpose of the PDP procedures is to allow an applicant to request greater flexibility from the strict application of base zoning regulations than would normally be allowed through a deviation process. As stated in Section 126.0601 of the LDC, "the intent is to encourage imaginative and innovative planning and to assure that the development achieves the purpose and intent of the



applicable land use plan and that it would be preferable to what would be achieved by strict conformance with the regulations.” Development that does not comply with all base zone regulations or all development regulations or that proposes to exceed limited deviations allowed by the development regulations contained in Chapter 14 of the LDC may apply for a PDP. Pursuant to Section 143.0410 of the LDC, the following criteria are required to be incorporated into the design of all projects applying for a PDP:

1. The overall development design should be comprehensive and should demonstrate the relationships of the proposed development on site with existing development off site.
2. The scale of the project should be consistent with the neighborhood scale as represented by the dominant development pattern in the surrounding area or as otherwise specified in the applicable land use plan.
3. Buildings, structures, and facilities on the premises should be well integrated into, oriented towards, and related to, the topographic and natural features of the site.
4. Proposed developments should avoid repetitious development patterns that are inconsistent with the goals of the applicable land use plan.
5. Buildings should avoid an overwhelming or dominating appearance as compared to adjacent structures and development patterns. Abrupt differences in scale between large commercial buildings and adjacent residential areas should be avoided. Instead, gradual transitions in building scale should be incorporated.
6. Larger structures should be designed to reduce actual or apparent bulk. This can be achieved by using pitched roof designs, separating large surface masses through changes in exterior treatment, or other architectural techniques.
7. To the greatest extent possible, landscaping should be used to soften the appearance of blank walls and building edges and enhance the pedestrian scale of the development.
8. Elements such as curbside landscaping, varied setbacks, and enhanced paving should be used to enhance the visual appearance of the development.
9. Roof forms should be consistent in material, design, and appearance with existing structures in the surrounding neighborhood. Plant materials and other design features should be used to define and enhance the appearance of roof spaces, especially flat roofs that are visible from higher elevations.
10. Building material and color palettes should be consistent with the guidelines in the applicable land use plan, if provided.

#### Environmentally Sensitive Lands (ESL) Regulations

The City regulates development of environmentally sensitive lands through its ESL Regulations (Land Development Code Section 143.0101 et seq.). The purpose of the ordinance is to “protect, preserve and, where damaged restore, the environmentally sensitive lands of San Diego and the viability of the species supported by those lands.” Environmentally sensitive lands are defined to include sensitive biological resources, steep hillsides, coastal beaches, sensitive coastal bluffs and 100-year floodplains. Applicable ESL requirements for the proposed project are associated with biological resources, as detailed in Section 5.9, *Biological Resources*, (with no steep hillsides, coastal beaches, sensitive coastal bluffs, or 100-year floodplains to affect, or be affected by, the proposed project).

Sensitive biological resources including both upland and wetland communities are regulated by the ESL ordinance. All development proposals within and adjacent to the MHPA, as well as grading during wildlife breeding seasons, are required to be consistent with the City's MSCP Subarea Plan, as described below under the discussion of the Natural Community Conservation Planning Program. Development must avoid impacts to narrow endemic species in the MHPA although none exist on the project site. Encroachment into sensitive biological resources outside of the MHPA is allowed provided impacts are analyzed and appropriate mitigation is implemented in accordance with the City's Biology Guidelines.

Impacts to City wetlands, including vernal pools in naturally occurring complexes, are to be avoided regardless if they are in or outside the MHPA. Also, a wetland buffer is required to be maintained around all City jurisdictional wetlands, when appropriate, to protect the functions and values of the wetland. Within the Coastal Overlay Zone, the wetland buffer must be a minimum of 100 feet, unless a lesser or greater buffer is warranted. A lesser buffer can be processed as a deviation from the regulations. Permitted uses in wetland buffer areas are limited to public access paths, fences, restoration and enhancement activities, and other improvements necessary to protect wetlands. The ESL further requires that the applicant confer with the appropriate federal and/or state agencies prior to any public hearing for the proposed development, and that all federal and state permits (if needed) be obtained prior to issuance of City grading or construction permits.

#### Site Development Permit Procedures

The purpose of the SDP procedures is to establish a review process for proposed development that may have significant impacts on resources or on the surrounding area. An SDP may be required even if the site is developed in conformance with all applicable regulations. As stated in Section 126.0501 of the Municipal Code, "The intent of these procedures is to apply site-specific conditions as necessary to assure that the development does not adversely affect the applicable land use plan and to help ensure that all regulations are met." An SDP is required for the proposed project because the OMDD regulations require a SDP for hotel uses (pursuant to Section 1517.0202(b)(4) of the Municipal Code) and the proposed off-site traffic mitigation areas contain sensitive biological resources (e.g., ESL). An SDP may be approved only if specific findings can be made.

#### Regional Comprehensive Plan

The RCP (SANDAG 2004) is the strategic planning framework for the San Diego region. It creates a regional vision and provides a broad context in which local and regional decisions can be made that foster a healthy environment, vibrant economy, and high quality of life for all residents. The RCP balances regional population, housing and employment growth with habitat preservation, agriculture, open space, and infrastructure needs. A major focus of the RCP is improving connections between land use and transportation using smart growth principles. The RCP addresses the major elements of planning for the San Diego region, including urban form, transportation, housing, healthy environment, economic prosperity, public facilities, and border issues. The RCP recognizes that many of the region's major transportation facilities are



operating at or beyond their current capacities. The Transportation and Border Elements of the RCP are discussed below.

### *Transportation Element*

The Transportation Element of the RCP discusses the vision for the San Diego region in 2030 with regard to transportation, and includes a description of existing conditions, key issues, and recommended goals, policy objectives, and actions. Applicable policy objectives include:

- Implement the 2030 MOBILITY Network in an efficient and cost-effective manner.
- Provide a wide range of convenient, efficient, and safe travel choices.
- Create more walkable and bicycle-friendly communities consistent with good urban design concepts.
- Improve the connectivity of different transportation modes where it will result in better overall mobility.
- Provide equitable and accessible transportation services for all residents, regardless of income, age, or ability.
- Ensure that the benefit and potential burdens of transportation projects are equitable.

The 2030 MOBILITY Network program includes major projects to improve access to International border crossings, expand freight rail service and intermodal connections, and coordinate commercial vehicle and pedestrian crossings, with the goal of modernizing and transforming transportation infrastructure along the US - Mexico International border in the region.

### *Border Element*

The Border Element of the RCP discusses the vision for the San Diego region's borders, including Mexico, in 2030. It includes a description of existing conditions, key issues, and recommended goals, policy objectives, and actions. Applicable policy objectives include:

- Increase collaborative economic development, transportation, and housing strategies throughout San Diego County in coordination with our neighbors.
- Encourage better job accessibility in housing-rich areas and housing accessibility in job-rich areas in our greater interregional and binational area.
- Develop and implement transportation strategies and facilities to address international and interregional commute patterns.
- Coordinate regional transportation systems across our borders.
- Ensure an efficient flow of people and goods across the international ports of entry and along key trade and interregional commuting corridors.
- Reduce future long-distance interregional and binational commuting.
- Ensure protection of residents, infrastructure, and resource delivery systems within our greater border region.
- Balance the implementation of homeland security measures with efficient cross-border and interregional travel and economic prosperity.

### Natural Community Conservation Planning Program (NCCP)

The NCCP initiated by the State of California in 1991 resulted in the promulgation of the special 4 (d) rule of the Federal Endangered Species Act (ESA). This rule focuses on conserving coastal sage scrub habitat in order to avoid the need for future federal and state listing of each individual coastal sage scrub-dependent species. The City of San Diego, County of San Diego, U.S. Fish and Wildlife Service (USFWS), California Department of Fish and Game (CDFG), and other local jurisdictions collaborated in the late 1990s to develop the Multiple Species Conservation Program (MSCP). The MSCP is a comprehensive biological habitat conservation planning program developed by the City and other local jurisdictions in coordination with state and federal resource agencies. A goal of the MCSP is to preserve a network of habitat and open space, protecting biodiversity. Local jurisdictions, including the City, implement their portions of the MSCP through subarea plans. The City's MSCP Subarea Plan (City 1997) guides the establishment of the City's preserve system, the Multiple Habitat Planning Area (MHPA). The project site is not located within or adjacent to any MHPA of the MSCP; the project must comply with the provisions of the MSCP Subarea Plan as discussed in Section 5.9, *Biological Resources*.

### California State Implementation Plan

The California SIP was adopted to bring non-attainment air basins into compliance with the National Ambient Air Quality Standards (NAAQS) (CARB 1994, amended through 2010). Due to continued violations of NAAQS standards in the SDAB, the SDAPCD, in conjunction with SANDAG, prepared a Regional Air Quality Strategy (RAQS) for its portion of the SIP. The project relates to the SIP through land use and growth assumptions that are incorporated into air quality planning documents.

### Water Quality Control Plan for the San Diego Basin, Region 9

The Regional Water Quality Control Board (RWQCB) adopted a Water Quality Control Plan for the San Diego Basin (Basin Plan) that recognizes and reflects regional differences in existing water quality, the beneficial uses of the region's ground and surface waters, and local water quality conditions and problems (RWQCB 1994). The Basin Plan is designed to preserve and enhance water quality and protect the beneficial uses of all regional waters. The project site is included in the Tijuana Valley Hydrologic Area (HA) and the Water Tanks HSA of the Tijuana Hydrologic Unit. According to the Basin Plan, existing and potential beneficial uses of surface water in this hydrologic unit include municipal supply (MUN); agricultural supply (AGR); industrial service supply (IND); contact recreation (REC-1); non-contact water recreation (REC-2); warm freshwater habitat (WARM); and wildlife habitat (WILD).

The Municipal Storm Water NPDES Permit, issued to the City of San Diego and other jurisdictions by the RWQCB in 2001, requires the development and implementation of storm water regulations addressing storm water pollution issues in development planning and construction associated with private and public development projects.

## Brown Field Municipal Airport Land Use Compatibility Plan

The Airport Land Use Commission (ALUC) is an agency that is required by state law to exist in counties in which there is a commercial and/or a general aviation airport. 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. The San Diego County Regional Airport Authority (SDCRAA) serves as the Airport Land Use Commission for the Brown Field Airport. The adopted Brown Field Airport Land Use Compatibility Plan (ALUCP) established the Airport Influence Area for this airport, which encompasses a limited area of the East Planning Area. A small portion of the General Plan area is within the Brown Field Airport Influence Area. The most recent version of the Brown Field Municipal Airport Land Use Compatibility Plan was approved on January 25, 2010 (SDCRAA 2010) and amended in December 2010. The project site is located approximately 1.2 miles south of Brown Field, a City of San Diego-owned airfield.

### **5.1.2 Impact**

**Issue 1: Would the project be inconsistent/conflict with the environmental goals, objectives, or guidelines of the Otay Mesa Community Plan or City of San Diego General Plan?**

**Issue 2: Would the project be inconsistent/conflict with an adopted land use designation or intensity and indirect or secondary environmental impacts may occur?**

### **Impact Thresholds**

According to the City's Significance Determination Thresholds, land use compatibility impacts may be significant if the project would:

- Be inconsistent or conflict with the environmental goals, objectives, of a community plan or general plan;
- Be inconsistent or conflict with an adopted land use designation or intensity and result in indirect or secondary environmental impacts; and/or
- Be substantially incompatible with an adopted plan.

### **Impact Analysis**

Both potential land use development scenarios are collectively addressed herein with no land use scenario having a significantly greater potential for land use policy impacts than the other. No worst-case scenario is therefore identified.

## City of San Diego General Plan and Otay Mesa Community Plan

The OMCP designates the majority of land in Otay Mesa for Industrial use (Figure 2-4, *Otay Mesa Community Plan Adopted Land Use Plan*). In the southern and eastern area of the OMCP,

adjacent to the proposed project, land is exclusively designated for Industrial use, with the exception of Brown Field which is designated for aviation uses, the areas around the existing POE and adjacent to the southeast corner of Brown Field which are designated for commercial uses, and a strip of land north and east of Brown Field that is designated as open space. The OMCP land use designation for the site is Industrial. The project proposes an amendment to the Community Plan to change the land use designation of the site from Industrial to Institutional, similar to the Otay Mesa POE in the eastern portion of the OMCP area (refer to Figure 2-4). The base zoning would remain OMDD industrial subdistrict. Should the City approve the proposed Community Plan Amendment (CPA) and PDP, the proposed CBF commercial, and hotel land uses would be permitted on the project site within the Industrial zone. The proposed industrial uses are already allowed in the Industrial zone.

While the project proposes a combination of different land use types, including CBF, commercial and hotel uses, which were not originally envisioned in (and inconsistent with) the Industrial designation for the project site in the OMCP, it would be consistent with the policies and goals identified in the OMCP related to the facilitation of International commerce and commercial and industrial inter-cooperation. The proposed project would include the construction of the CBF, which would provide an additional border crossing and direct access to the TIJ Airport. This would promote International commerce by providing increased access to the TIJ Airport for passengers, and by relieving congestion at the existing POEs within Otay Mesa and San Ysidro communities. The proposed commercial and hotel uses at the site would provide support services to passengers utilizing the CBF. This is likely to further promote International commerce by providing greater efficiency for passengers utilizing the CBF. While the proposed industrial uses at the site are not associated with the CBF and would not provide additional services to CBF passengers, they would be consistent with the existing Industrial land use designation for the site and surroundings and would support the creation of additional jobs in the Otay Mesa area, which is consistent with the OMCP goals.

The proposed CPA would allow the change in designation of the site to Institutional, which is the land use designation associated with the East Otay Mesa port-of-entry (POE). While the adopted OMCP does not contain a description for Institutional land uses, the General Plan contains the following description for Institutional land uses:

*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: airports, military facilities, community colleges, university campuses, landfills, communication and utilities, transit centers, water sanitation plants, schools, libraries, police and fire facilities, cemeteries, post offices, hospitals, park-n-ride lots, government offices and civic centers.*

Although the CBF, commercial, and hotel uses are not specifically permitted in the Institutional land use designation, they would be allowed through the PDP. With the approval of the CPA and PDP, the project would be consistent with the OMCP.

Project consistency with applicable General Plan and Community Plan goals, objectives, and policies is evaluated in Table 5.1-1, *City of San Diego Land Use Goals, Objectives, and Policies*

*Consistency Evaluation.* Due to the number of applicable goals, objectives, and policies, Table 5.1-1 occurs at the end of this section.

In summary, City approval of the proposed CPA and PDP to allow the CBF, commercial, and hotel uses in the Industrial zone and Institutional land use designation would eliminate the project's potential conflicts with applicable environmental goals, objectives, and guidelines of the General Plan and Community Plan (refer to Table 5.1-1). Associated land use policy consistency impacts would be less than significant.

#### City of San Diego Land Development Code/Otay Mesa Development District

Zoning regulations for the property are governed by the OMDD and the City's LDC. The purpose of the OMDD is to implement the Community Plan and the various precise plans that have been adopted for particular neighborhoods. If the citywide LDC and the OMDD conflict, the OMDD applies. The project site is located within the planned district ordinance zone of OMDD Industrial Subdistrict, which permits uses within the Heavy Industrial (IH-2-1) base zone (refer to Figure 2-5, *Zoning Designations*). According to the LDC, the purpose of the IH zones is to:

*"...provide space for land-intensive industrial activities emphasizing base-sector manufacturing. The IH zones are intended to promote efficient industrial land use with minimal development standards, while providing proper safeguards for adjoining properties and the community in general. It is the intent of these zones to limit the presence of nonindustrial uses in order to preserve land that is appropriate for large-scale industrial users."*

The IH-2-1 zone allows manufacturing uses with some office. This zone allows for the following potential uses (the list of allowed uses is not all-inclusive): some recreation and agricultural uses; vocational/trade schools; energy generation and distribution facilities; some retail sales and commercial services uses; permanent parking facilities as a primary use; government office uses; regional and corporate headquarters; vehicle and vehicular equipment sales and services; wholesale, distribution, and storage; and industrial uses. Residential uses, some open space and agricultural uses, some commercial and retail sales uses, churches, schools (kindergarten through grade 12), museums, business and professional offices, medical and dental offices, separately regulated office uses, and certain manufacturing operations are prohibited. Although business and professional offices are not allowed in the zone, the PDP would permit business and professional office uses within the project site. Automobile service stations are permitted as a separately regulated use.

Property development regulations applied in the OMDD Industrial subdistrict are the IH-2-1 zoning development regulations. This includes a maximum floor-area ratio (FAR) of 2.0, a minimum lot area of 30,000 SF, a minimum front setback of 20 feet, a minimum side setback of 15 feet, a minimum street side setback of 20 feet, and a minimum rear setback of 20 feet. Up to 50 percent of the length of the building façade may observe the minimum front setback provided the remaining percentage observes the standard front setback of 25 feet. There are no height limits for structures in industrial zones, except as limited by Overlay Zones. The project site is not within an Overlay Zone. The CBF facility and parking garage, as well as industrial uses for

the site would be constructed consistent with the applicable development regulations from the Heavy Industrial zone (IH-2-1), with the exception that a deviation from the rear-yard setback requirements would be required on Lot 8 to allow the CBF pedestrian bridge to cross through the setback and over the border fence. This deviation would be noted in the PDP. The proposed PDP would limit the FAR for industrial uses associated with the project to 0.5 (from the FAR of 2.0 that is the maximum permitted by the underlying zone).

The potential commercial and hotel uses would be constructed consistent with the applicable development regulations from the visitor-serving commercial zone (CV-1-1). According to the LDC, the purpose of CV Zones is to:

*“...is to provide areas for establishments catering to the lodging, dining, and recreational needs of both tourists and the local population. The CV zones are intended for areas located near employment centers and areas with recreational resources and other visitor attractions.”*

The CV-1-1 zone allows for a mix of large-scale and visitor-serving uses. The maximum allowable height for structures in the CV-1-1 zone is 60 feet. The maximum FAR is 2.0. However, the maximum FAR for that would be allowed in the proposed PDP for commercial uses is 0.3. The minimum front setback in the CV-1-1 zone is 10 feet. The CV-1-1 zone also includes a minimum side setback and a minimum rear setback of 10 feet. The proposed commercial structures and hotel uses would be designed and constructed consistent with the requirements for this zone. The proposed hotels would be up to four stories in height, but would not exceed 60 feet in height above grade. The proposed PDP would also establish a 30-foot distance separation between hotel structures and any industrial stretches. Commercial uses proposed at the project site could include up to 40,000 SF of visitor-serving specialty retail uses on 2.6 acres. Because the proposed project would be consistent with the development regulations of the proposed zone, as permitted by the PDP, it would not result in any inconsistencies with the LDC and provisions of the PDP.

The City has decision-making authority regarding approval of proposed changes to land use and zoning classifications. As discussed above, the proposed project would be generally consistent with the IH-2-1 and CV-1-1 zones. With the City’s review and approval of the project, it would be consistent with the requirements of the LDC and OMDD. Land use policy impacts would be less than significant.

### Land Use Compatibility

The proposed project would be compatible with surrounding land uses and planned land uses in the project area. Surrounding land uses consist of a combination of vacant land and industrial-type uses, with the U.S.-Mexico International border and Mexico to the south. The proposed project would provide land use entitlements for an additional border crossing and parking garage, and may include a combination of other supporting uses (hotels and commercial uses), as well as the development of industrial uses. The PDP governing development of the property would allow the development of the CBF, as well as commercial and hotel uses, within the OMDD Industrial subdistrict as discussed above. There are no uses proposed, such as residential,

schools, churches, or recreational areas, that would cause inconsistencies or conflicts related to land use.

The industrial uses on site would be consistent with the existing land use and zoning for the area and would be consistent with the existing predominately industrial uses within Otay Mesa. The CBF would be sited directly adjacent to the U.S.-Mexico International border and would not conflict with the TIJ Airport to the south (beyond the border), nor the industrial uses to the west. Vacant land designated for industrial use is located adjacent to the CBF site, both to the west and to the east. The proposed hotel uses, which are intended to accommodate users of the CBF, would be placed adjacent to the CBF, and would also be adjacent to the cul-de-sacs of Otay Pacific Drive and Las Californias Drive. The proposed hotels and commercial uses would be sited in compliance with the LDC requirements for the CV-1-1 zone, including setbacks, landscaping, screening and other development regulations. Additionally, the proposed structures would be subject to the requirements of the PDP, which include a 30-foot distance separation between the hotels and industrial structures to minimize hotel visitors' exposure to the industrial uses and land use incompatibilities related to noise and general industrial activities. The 30-foot area may include areas devoted to parking, open space, sidewalks, and street right-of-way. The PDP would also require a buffer consisting of landscape and six-foot tall fencing on property lines where hotel and industrial uses share a common property line. Compliance with the LDC and the PDP would ensure that land use incompatibility impacts from industrial uses adjacent to outdoor usage areas of the hotels are avoided. For these reasons, no inconsistencies or conflicts with existing or proposed land uses would be associated with the proposed project. While the proposed and potential land uses themselves would not conflict with surrounding land uses, the project could lead to potential land use compatibility issues related to night-lighting, noise, and visual impacts as discussed in below.

While lighting and noise exist in the project area, the proposed project could introduce a new significant source of light/noise, or contribute incrementally to these sources, such that a significant conflict with surrounding uses could occur. The City controls these potential impacts through their Outdoor Lighting Regulations (Section 142.0740 of the Municipal Code) and Noise Ordinance (Section 59.5.0400 of the Municipal Code), respectively. This ordinance requires that lighting be controlled so that it does not spill onto surrounding properties, and requires automatic timing devices to ensure exterior lighting is not on between 11:00 p.m. and 6:00 a.m. unless it is necessary for safety or security. Thus, proposed project lighting would not adversely affect surrounding uses as discussed further in Section 5.10, *Visual Quality/Neighborhood Character*. Associated secondary land use impacts would be less than significant.

The proposed project would generate noise related to vehicular traffic, parking lots, delivery of goods, HVAC equipment, and various industrial and commercial operations (refer to Section 5.3, *Noise*). All future development would be required to comply with the sound level limits established in the Municipal Code. These sources would not generate substantial noise levels that would adversely affect off-site uses provided mitigation is incorporated into the final project designs, as identified in Section 5.3 of this report. Associated secondary land use impacts would be less than significant.

The proposed project would convert a vacant and graded site in an industrial area into a parcel that would include passenger vehicles arriving and departing with greater frequency compared to



typical industrial uses. While the increased frequency of persons arriving and departing at the site would result in visual changes in the existing industrial setting, there are no sensitive viewers that would be adversely affected by the aesthetics of frequent passenger car departures and arrivals. As described in Section 5.10, *Visual Quality/Neighborhood Character*, the proposed project would be developed with buildings that are consistent with applicable regulations of the IH-2-1 and CV-1-1 zones and the conditions of the PDP and SDP. The proposed structures on site would be consistent with the height requirements of the LDC (which includes no height limits for structures in the IH-2-1 zone), and would be similar in scale to the nearby TIJ Airport five-story parking garage across the border. The CBF facility would be approximately 33 feet in height, the parking structure would be 40 feet in height, and the hotels would be approximately 60 feet in height. The proposed parking structure for the project would be larger in scale than other surrounding development, which consists of undeveloped land immediately adjacent to the east and north, and low-profile (two-story) concrete tilt-up buildings to the west, more low-profile industrial buildings and a sand and gravel operation to the northeast of the project site. The proposed parking structure would be larger than other structures in the area (with the exception of the TIJ Airport parking structure), but because of the variety of heights of structures in the area and because existing structures in the area are greater than one story, it would not exceed existing patterns of development in the surrounding area by a significant margin. For the reasons discussed above and detailed in Section 5.10 of this report, the proposed project would be in character and visually compatible with surrounding developments. Associated secondary land use impacts would be less than significant.

### **Significance of Impact**

Upon approval of the proposed CPA, PDP and SDP, the project would be consistent with the land use designations and associated density in the OMCP. The project would be consistent with applicable policies and regulations contained in the General Plan and OMCP. In addition, the proposed project would be compatible with surrounding land uses and would not result in significant secondary land use impacts. Therefore, should these proposed CPA, PDP and SDP be approved by the City, associated land use compatibility impacts would be less than significant.

### **Mitigation, Monitoring, and Reporting**

No mitigation measures would be required.

### 5.1.3 Impact

#### **Issue 3: Would the project conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project?**

#### **Impact Thresholds**

According to the City's Significance Determination Thresholds, land use impacts may be significant if the project would:

- Be substantially incompatible with an adopted plan;
- Be an incompatible use as defined in an airport land use plan, or be inconsistent with an airport's Comprehensive Land use Plan (CLUP) as adopted by the ALUC to the extent that the inconsistency is based on valid data; and/or
- Be inconsistent with adopted environmental plans for an area.

#### **Impact Analysis**

Both potential land use development scenarios are collectively addressed herein with no land use scenario having a significantly greater potential for land use plan impacts than the other given that both scenarios would comply with the applicable plans for the area. No worst-case scenario is therefore identified.

#### California State Implementation Plan (SIP)

Long-term planning documents, such as the City's General Plan, Community Plans, and Zoning Codes are required to be consistent with the ARB's SIP. The project proposes an amendment to the OMCP to allow for the proposed mix of commercial and industrial uses, as well as the CBF within an area currently designated for Industrial uses. The City is responsible for ensuring proposed amendments do not result in a conflict with the SIP; however, because the project is proposing a CPA, the project would not be consistent with the current General Plan and OMCP. The project would intensify development at the site, resulting in an increase in average daily trips (ADT) at the site. An Air Quality and Global Climate Change Technical Report prepared for the project identified potential project-related emissions that could exceed existing City and SIP criteria, resulting in a potentially significant impact related to inconsistency with the SIP (see Section 5.4, *Air Quality*, and Appendix B, Air Quality and Global Climate Change Technical Report, for additional information and analysis). Filing of the CPA, VTM, and PDP required to allow for the proposed land uses would make the proposed project inconsistent with the current General Plan and OMCP. Additionally, the project would not be consistent with the SANDAG projection for emissions in the area due to intensification of development and an increase in project net ADT, which could cause an obstruction in the implementation of the RAQS and result in a potentially significant air quality impact due to inconsistency with the RAQS and SIP (refer to Section 5.4, *Air Quality*, for additional discussion on this topic).

### Regional Comprehensive Plan

The portions of the RCP relevant to the proposed project are the Transportation and Border Elements. The proposed project would be consistent with policies of the RCP, and would contribute to implementation of the goals presented in the RCP and key policy objectives of its Transportation Element. Congestion at the U.S.-Mexico International border at existing POEs would be reduced with implementation of the proposed project, and it would address international commute problems by providing a new means to cross the border for access to the TIJ Airport. The proposed project would increase the range of convenient, efficient, and safe travel choices and improve overall mobility in the region.

By reducing congestion at existing POEs, the proposed project would also promote increased collaborative economic development and transportation strategies; encourage better job accessibility; address international commute patterns; ensure an efficient flow of people and goods across the border; ensure protection of residents and infrastructure, and balance the implementation of homeland security measures with efficient cross-border and interregional travel and economic prosperity. Accordingly, the proposed project would be consistent with the Border Element of the RCP.

### Water Quality Control Plan for the San Diego Basin (Basin Plan)

The project would be required to comply with the NPDES construction permit and general municipal permit, and prepare a project-specific Storm Water Pollution Prevention Plan (SWPPP). Additionally, the project would be required to implement storm water Best Management Practices (BMPs) both during construction, and in the project's permanent design, to reduce pollutants discharged from the project site, to the maximum extent practicable. Therefore, the project would comply with the Basin Plan, and no significant land use consistency impacts would occur.

### Natural Community Conservation Planning Program/Multiple Species Conservation Program

The project site and the off-site traffic mitigation areas are not located within or adjacent to the MHPA of the MSCP, and therefore, no land use conflicts with the MHPA are anticipated (City 1997); the project must comply with the provisions of the MSCP Subarea Plan. Although the project site and surroundings are outside the MHPA, the project is required to comply with the provisions of the MHPA Subarea Plan, including provisions related to burrowing owls. An analysis of the project's compliance with MSCP policies pertaining to covered plant and animal species is provided in Section 5.9, *Biological Resources*.

### Brown Field Municipal Airport Land Use Compatibility Plan

Brown Field has two parallel runways: Runway 8L-26R is the primary runway and Runway 8R-26L is the secondary runway. Runway 8L-26R is 7,972 feet in length and Runway 8R-26L is 3,180 feet in length. Both runways are oriented in an east/west direction. Local activity accounts for over two-thirds of total aircraft operations at Brown Field, with the majority of local activity consisting of small, single-engine aircraft. Operations conducted by business jets

accounted for approximately 15 percent of Brown Field operations in 2006. The airport is not used for commercial passenger operations.

The project site is located within Review Area 2 of the Airport Influence Area, according to the *Brown Field Municipal Airport Land Use Compatibility Plan* (SDCRAA 2010). Review Area 2 consists of locations beyond Review Area 1 but within the airspace protection and/or overflight notification areas. Limits on the heights of structures, particularly in areas of high terrain, are the only restrictions on land uses within Review Area 2. Review Area 2 also requires the recordation of overflight notification documents; however, an overflight notification is not required for nonresidential development and therefore, does not apply to the proposed project.

The project site is also located within the Federal Aviation Administration (FAA) Height Notification Boundary for Brown Field. However, because the proposed project does not include the construction of any structure that would penetrate the 100:1 surface for the Brown Field runway or exceed 200 feet in height, the City has indicated that a CFR, Title 14, Part 77 notice is not required (City of San Diego 2009c).

The proposed project would not result in any compatibility issues with Brown Field because it is not located within the any of the proposed safety zones, nor proposes any uses that would be excessive in height (the CBF facility would be approximately 42 feet in height, the parking structure would be 40 feet in height, the hotels would be approximately 60 feet in height). The proposed project would not result in any compatibility issues associated with Brown Field.

### **Significance of Impact**

With approval of the proposed discretionary actions, the proposed project would be consistent with all adopted plans, policies, and regulations under another agency with jurisdiction over the project, including the RCP, NCCP (MSCP), Water Quality Control Plan and Brown Field ALUP. The exception would be the project's inconsistency with the land use assumptions (and therefore emissions forecast) in the SIP caused by the intensification of on-site uses from levels assumed in the SIP. Inconsistency with this land use governing assumptions governing regional air quality planning would be considered a less than significant land use policy impact but a cumulative air quality impact as discussed in Section 5.4, *Air Quality*.

### **Mitigation, Monitoring, and Reporting**

No mitigation measures are feasible to reduce operational emissions of ozone precursors and be consistent with the SIP, as discussed in Section 5.4, *Air Quality*. If approved, the proposed CPA would eventually be included in the updated RAQS and SIP, and the project emissions would be taken into account in the long-term emissions plan for the region. No land use mitigation would be required.

<b>Table 5.1-1                  CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION</b>		
<b>APPLICABLE ELEMENTS, GOALS, AND POLICIES</b>	<b>CONSISTENCY EVALUATION</b>	<b>CONSISTENT (YES/NO)</b>
<b>CITY OF SAN DIEGO GENERAL PLAN</b>		
<b>Land Use and Community Planning Element</b>		
<p><b>General Plan Land Use Categories</b>  <b>Goal:</b> Land use categories and designations that remain consistent with the General Plan Land Use categories as community plans are updated and/or amended.</p> <p><i>Policy LU-B.3:</i> Plan for and develop mixed-use projects where a site or sites are developed in an integrated, compatible, and comprehensively planned manner involving two or more land uses.</p>	<p>The project proposes a CPA, PDP and SDP to accommodate the proposed uses on the project site under the proposed Institutional designation and OMDD Industrial subdistrict. The CPA, PDP and SDP would allow development of the CBF, a parking structure, hotels, commercial uses and industrial uses.</p> <p>Consistent with Policy LU-B.3, the proposed project would provide for development of the site with two or more land uses in an integrated, compatible, and comprehensively planned manner. The proposed CPA, PDP and SDP would allow the site to be developed with industrial and commercial uses in conjunction with a CBF. The industrial development and CBF would be developed according to the IH-2-1 zoning regulations while commercial development including up to 340 rooms of visitor accommodations would be developed using the regulations of the CV-1-1 zone. Review of the proposed uses would be done taking into account existing development in the area.</p>	<p>Yes</p>

<b>Table 5.1-1 (cont.)</b>		
<b>CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION</b>		
<b>APPLICABLE ELEMENTS, GOALS, AND POLICIES</b>	<b>CONSISTENCY EVALUATION</b>	<b>CONSISTENT (YES/NO)</b>
<b>CITY OF SAN DIEGO GENERAL PLAN</b>		
<b>Land Use and Community Planning Element (cont.)</b>		
<p><b>Plan Amendment Process Goals</b>  <b>Goal:</b> Approve plan amendments that better implement the General Plan and community plan goals and policies.</p> <p><b>Goal:</b> Allow for changes that will assist in enhancing and implementing the community's vision.</p> <p><i>Land Use Plan Amendment Policies</i></p> <p>LU-D.3. Evacuate all plan amendment requests through the plan amendment initiation process and present the proposal to the Planning Commission or City Council for consideration.</p> <p>LU-D.4. During a community plan update process, community plan amendment requests will be accepted until the final land use scenarios have been established.</p> <p>LU-D.9: Recognize the ability of the City Council to initiate a General Plan and community plan amendment when direction is received through a vote of the City Council without demonstration of meeting the initiation criteria to prepare a plan amendment.</p> <p>LU-D.11: Acknowledge that initiation of a plan amendment in no way confers adoption of a plan amendment, that neither the staff nor the Planning Commission is committed to recommend in favor or denial of the proposed amendment, and that the City Council is not committed to adopt or deny the proposed amendment.</p>	<p>Consistent with Policy LU-D.3, the proposed CPA was initiated by the City Council for consideration.</p> <p>The Otay Mesa Community Plan is currently in the process of being updated. A draft plan was released in April 2011. However, final land use scenarios have not been established. Thus, the proposed CPA to the existing plan may be processed consistent with this policy.</p> <p>The proposed CPA was initiated by the City Council on November 30, 2010 at which time the City Council directed staff to move forward with the land use plan analysis. The resolution initiating the Otay Mesa Community Plan does not commit any decision maker or recommending body to adopt or deny the community plan amendment.</p>	<p>Yes</p>

<b>Table 5.1-1 (cont.)</b>		
<b>CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION</b>		
<b>APPLICABLE ELEMENTS, GOALS, AND POLICIES</b>	<b>CONSISTENCY EVALUATION</b>	<b>CONSISTENT (YES/NO)</b>
<b>CITY OF SAN DIEGO GENERAL PLAN</b>		
<b>Land Use and Community Planning Element (cont.)</b>		
<p><b>Consistency Goals</b>  <b>Goal:</b> Adopt Zoning concurrently with community plan updates and amendments to ensure consistency with community plan land use designations.</p>	<p>The proposed project would change the land use designation from Industrial to Institutional consistent with the land use designation assigned to the Otay Mesa POE. While the base zones are not being modified, the PDP and SDP will apply the use and development regulations of existing zones (IH-2-1 and CV-1-1) with slight modifications to the use regulation for the IH-2-1 to accommodate business and professional office uses.</p>	Yes
<p><b>Airport Land Use Compatibility Goals</b>  <b>Goal:</b> Protect the health, safety, and welfare of persons within an airport influence area by minimizing the public's exposure to high levels of noise and risk of aircraft accidents.</p> <p><b>Goal:</b> Protection of public use airports and military air installations from the encroachment of incompatible land uses within an airport influence area that could unduly constrain airport operations.</p> <p><i>Policy LU-G1:</i> Work with the ALUC to develop policies that are consistent with the state and federal regulations and guidelines, that balance airport land use compatibility goals with other citywide and regional goals, and that emphasize the major airport land use compatibility factors.</p> <p><i>Policy LU-G.2:</i> Submit all amendments and updates to the General Plan, community plans, specific plans, airport plans, development regulations and zoning ordinances affected by an airport influence area to the ALUC to ensure that they are consistent with the Airport Land Use Compatibility Plan or have the City Council take steps to overrule the ALUC.</p>	<p>The project site is located within Review Area 2 and within the boundary of the FAA Notification Boundary for Brown Field Municipal Airport, (SDCRAA 2010). Consistent with Policies LU-G.1, LU-G.2, LU-G.4, the City would coordinate with the ALUC, as required.</p> <p>The City would also coordinate with the FAA, as required, relative to compliance with height restrictions, in accordance with Policies LU-G.5 and LU-G.6.</p> <p>In regard to Policies LU-G.5 and LU-G.6, although the project site is located within the FAA Notification Boundary, the maximum height of any proposed structures would be 48.5 feet for the CBF, and consistent with the requirements of the CV-1-1 zone, with a structure height limit of 60 feet, for the commercial and hotel uses. There are no structure height limits in the IH-2-1 zone, but the proposed project would not penetrate the 100:1 surface for the Brown Field runway or exceed 200 feet in height given the existing patterns of development in the area. The City has indicated that a CFR, Title 14, Part 77 notice is not required. Implementation of the proposed project is not anticipated to result in structures that pose an airspace obstruction,</p>	Yes



<b>Table 5.1-1 (cont.)</b>		
<b>CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION</b>		
<b>APPLICABLE ELEMENTS, GOALS, AND POLICIES</b>	<b>CONSISTENCY EVALUATION</b>	<b>CONSISTENT (YES/NO)</b>
<b>CITY OF SAN DIEGO GENERAL PLAN</b>		
<b>Land Use and Community Planning Element (cont.)</b>		
<p><b>Airport Land Use Compatibility Goals (cont.)</b>  <i>Policy LU-G.4:</i> Submit development projects affected by an airport influence area to the ALUC after the adoption or amendment to an Airport Land Use Compatibility Plan to ensure that they are consistent up until the time that the ALUC has determined the General Plan, community plans, and specific plans consistent with the Airport Land Use Compatibility Plan or have the City Council take steps to overrule the ALUC.</p> <p><i>Policy LU-G.5:</i> Implement the height standards used by the FAA as defined by Code of Federal Regulations Title 14, Part 77 through development regulations and zoning ordinances.</p> <p><i>Policy LU-G.6:</i> Require that all proposed development projects (ministerial and discretionary actions) notify the FAA in areas where the proposed development meets the notification criteria as defined by Code of Federal Regulation Title 14, Part 77.</p> <p>a. Require that all proposed development projects that are subject to FAA notification requirement provide documentation that FAA has determined that the project is not a Hazard to Air Navigation prior to project approval.</p> <p>b. Require that the Planning Commission and City Council approve any proposed development that the FAA has determined to be a Hazard to Air Navigation once state and ALUC requirements are satisfied.</p>	<p>land uses that create wildlife hazards, particularly related to birds, or land use characteristics that create visual or electronic interference with air navigation. The ALUC and FAA would have opportunity to comment in this regard through the coordination discussed above for Policies LU-G.1, LU-G.2, and LU-G.4.</p>	<p>Yes</p>

<b>Table 5.1-1 (cont.)</b>		
<b>CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION</b>		
<b>APPLICABLE ELEMENTS, GOALS, AND POLICIES</b>	<b>CONSISTENCY EVALUATION</b>	<b>CONSISTENT (YES/NO)</b>
<b>CITY OF SAN DIEGO GENERAL PLAN</b>		
<b>Land Use and Community Planning Element (cont.)</b>		
<p><b>Balanced Community and Equitable Development Goals</b>  <b>Goal:</b> Community and neighborhood-specific strategies and implementation measures to achieve equitable development. LU-H.4. Strive for balanced commercial development (see also Economic Prosperity Element, Section B).</p> <ul style="list-style-type: none"> <li>a. Support communities' efforts to identify the desired business growth model for their area and implement a strategy to achieve that goal.</li> <li>b. Encourage greater opportunities for local ownership of businesses and/or assets.</li> <li>c. Ensure that commercial districts are balanced and do not exclude the retail, employment, and service needs of local residents.</li> <li>d. Encourage local employment within new developments and provide entrepreneurial opportunities for local residents.</li> </ul> <p><i>Policy LU-H.7:</i> Provide a variety of different types of land uses within a community in order to offer opportunities for a diverse mix of uses and to help create a balance of land uses within a community (see also LU-A.7).</p>	<p>The project would provide for a range of land uses, including the CBF, hotels, visitor-serving commercial, and industrial uses. Each of these uses would require a wide variety of job skills and result in a diversity of employment opportunities.</p> <p>Consistent with Policy LU-H-7, the proposed project would allow for the development of new uses to the Otay Mesa area, including the CBF, hotel and commercial uses in addition to industrial uses. The mix of uses and proximity to existing and planned facilities would facilitate City policies directed toward balanced communities and accessibility of services and resources.</p>	<p>Yes</p>

<b>Table 5.1-1 (cont.)</b>		
<b>CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION</b>		
<b>APPLICABLE ELEMENTS, GOALS, AND POLICIES</b>	<b>CONSISTENCY EVALUATION</b>	<b>CONSISTENT (YES/NO)</b>
<b>CITY OF SAN DIEGO GENERAL PLAN</b>		
<b>Land Use and Community Planning Element (cont.)</b>		
<p><b>Environmental Justice Goals</b>  <b>Goal:</b> Ensure a just and equitable society by increasing public outreach and participation in the planning process.</p> <p><i>Planning Process Policies</i>  <i>Policy LU-I.1:</i> Ensure environmental justice in the planning process through meaningful public involvement.</p> <p>a. Assure potentially affected community residents that they have opportunities to participate in decisions that affect their environment and health, and that the concerns of all participants involved will be considered in the decision-making process.</p> <p>b. Increase public outreach to all segments of the community so that it is informative and detailed in terms of process and options available to the community.</p> <p>c. Consult with California Native American tribes to provide them with an opportunity to participate in local land use decisions at an early planning stage, for the purpose of protecting, or mitigating impacts to cultural places.</p> <p><i>Policy LU-I.2:</i> Balance individual needs and wants with the public good.</p> <p><i>Policy LU-I.16:</i> 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.</p>	<p>As part of the public outreach for the project, the City prepared a NOP, dated December 3, 2010 and distributed it to the public including all responsible and trustee agencies, members of the general public, and governmental agencies. Comments on the NOP were received from the California Department of Transportation (Caltrans), Native American Heritage Commission, CDFG, Department of Toxic Substances Control (DTSC), SANDAG, and City of Chula Vista Development Services Department. A scoping meeting was held on December 20, 2010 to inform the public about the project and receive comments. Copies of the NOP and comment letters, as well as a summary of issues raised at the scoping meeting, are contained in Appendix A and Section ES, respectively, of this document. The outreach efforts are consistent with Policy LU-I.1.</p> <p>Processing a CPA, PDP and SDP is a public process. The process requires that noticing is provided to all interested parties, notices of public hearing for the Planning Commission and the City Council are published in a local newspaper, and a presentation to the affected community planning groups is made for the purposes of obtaining a recommendation.</p> <p>In accordance with Policy LU-I.2, the project would provide a balance of individual welfare and public good through provision of an additional border crossing, which would relieve congestion at the existing border crossings. The public amenities such as the CBF and commercial areas would be utilized by residents and the general community.</p>	<p>Yes</p>

<b>Table 5.1-1 (cont.)</b>		
<b>CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION</b>		
<b>APPLICABLE ELEMENTS, GOALS, AND POLICIES</b>	<b>CONSISTENCY EVALUATION</b>	<b>CONSISTENT (YES/NO)</b>
<b>CITY OF SAN DIEGO GENERAL PLAN</b>		
<b>Land Use and Community Planning Element (cont.)</b>		
<b>Environmental Justice Goals (cont.)</b>	The project would comply with the City’s Noise Abatement and Control Ordinance and General Plan Policy LU-1.16, as well as the City Noise Ordinance and the California Building Code as appropriate. Through compliance with these regulations, no particular group, location of concern, or economic status would experience either disenfranchisement or special treatment in terms of noise abatement as a result of the proposed project.	Yes
<p><b>Goal:</b> Improve mobility options and accessibility in every community.</p> <p><i>LU-I.8.</i> Expand public outreach on transportation policy, projects, and operations in order to get input from ethnic minorities, low-income residents, persons with disabilities, the elderly and other under-represented communities. Ensure that people who are directly affected by a proposed action are given opportunities to provide input.</p> <p><i>LU-I.9.</i> Design transportation projects so that the resulting benefits and potential burdens are equitable. Some of the benefits of transportation programs include improved accessibility, faster trips, more mobility choices, and reduced congestion. Common negative consequences include health impacts of air pollution, noise, crash-related injuries and fatalities, dislocation of residents, and division of communities.</p>	<p>As part of the public outreach for the project, the City prepared a NOP, dated December 3, 2010 and distributed it to the public including all responsible and trustee agencies, members of the general public, and governmental agencies. A scoping meeting was held on December 20, 2010 to inform the public about the project and receive comments. Additionally, processing a CPA, PDP and SDP is a public process. The process requires that noticing is provided to all interested parties, notices of public hearing for the Planning Commission and the City Council are published in a local newspaper and posted on the City’s website. Presentations have been made to the Otay Mesa Planning Group. These outreach efforts provide an opportunity for ethnic minorities, low-income residents, persons with disabilities, the elderly and other under-represented communities to comment on the proposed project.</p> <p>While the proposed project is not specifically a transportation project, it would provide improved accessibility and more mobility choices for passengers accessing the TIJ Airport, and would serve to reduce congestion at the existing POEs.</p>	Yes

<b>Table 5.1-1 (cont.)</b>		
<b>CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION</b>		
<b>APPLICABLE ELEMENTS, GOALS, AND POLICIES</b>	<b>CONSISTENCY EVALUATION</b>	<b>CONSISTENT (YES/NO)</b>
<b>CITY OF SAN DIEGO GENERAL PLAN</b>		
<b>Land Use and Community Planning Element (cont.)</b>		
<b>Environmental Justice Goals (cont.)</b>	All aspects of project development, including structures, roadways, and pedestrian walkways, would be designed and constructed in compliance with Americans with Disabilities Act (ADA) requirements. The project would provide internal roadways and pedestrian paths, as well as bicycle facilities that would link internally and to surrounding areas, which would promote this goal.	Yes

<b>Table 5.1-1 (cont.)</b>		
<b>CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION</b>		
<b>APPLICABLE ELEMENTS, GOALS, AND POLICIES</b>	<b>CONSISTENCY EVALUATION</b>	<b>CONSISTENT (YES/NO)</b>
<b>CITY OF SAN DIEGO GENERAL PLAN</b>		
<p><b>Environmental Justice Goals (cont.)</b>  <b>Goal:</b> Promote and ensure environmental protection that will emphasize the importance of safe and healthy communities.</p> <p><i>Environmental Protection Policies</i></p> <p><i>Policy LU-I.12:</i> Ensure environmental protection that does not unfairly burden or omit any one geographic or socioeconomic sector of the City.</p> <p><i>Policy LU-I.14:</i> 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. (See also Appendix C, EP-2).</p>	<p>The project proposes to develop a vacant, but graded site that was previously planned for development. The proposed project site is not located within a disadvantaged community, and does not propose features or actions which would unfairly result in undesirable environmental impacts on any geographic or socioeconomic sector of the City. Environmental impacts resulting from the proposed project, and associated mitigation measures, would be specific to and localized at the site. In this way, the project would be in conformance with Policy LU-I.12.</p> <p>The project proposes a CPA which would change the land use designation for the entire site from Industrial to Institutional and intensify the amount of development permitted on site. No public health risks that may be associated with hazardous substances and toxic air emissions would be created by the proposed uses as detailed in Section 5.4, <i>Air Quality</i> and as discussed under <i>Health and Safety</i>, Section 7.3. As such, the proposed project would be in compliance with Policy LU-I.14.</p>	<p>Yes</p>

<b>Table 5.1-1 (cont.)</b>		
<b>CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION</b>		
<b>APPLICABLE ELEMENTS, GOALS, AND POLICIES</b>	<b>CONSISTENCY EVALUATION</b>	<b>CONSISTENT (YES/NO)</b>
<b>CITY OF SAN DIEGO GENERAL PLAN</b>		
<b>Land Use and Community Planning Element (cont.)</b>		
<p><b>Environmental Justice Goals (cont.)</b>  <i>Policy LU-I.15:</i> 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.</p>	<p>The geographic area in which the project is proposed contains a number of industrial uses, some of which are potential generators of hazardous materials. The proposed project includes future industrial uses which would also be potential generators of hazardous materials. The proposed project, like all projects, would contribute incrementally to the need for undesirable yet necessary land uses, such as landfills and wastewater treatment facilities that are currently located in other areas of the City. As discussed in Section 5.8, <i>Public Utilities</i>, and 7.7, <i>Public Services and Facilities</i>, the project includes both project design features and mitigation measures to reduce project impact on these facilities. Consistent with Policy LU-I.15, the City plans for distribution of utilities and services through long-term planning efforts.</p>	Yes
<b>Mobility Element</b>		
<p><b>Goal:</b> A safe and comfortable pedestrian environment.</p> <p><i>Safety and Accessibility Policies</i>  <i>Policy ME-A.1:</i> Design and operate sidewalks, streets, and intersections to emphasize pedestrian safety and comfort through a variety of street design and traffic management solutions, including but not limited to those described in the Pedestrian Improvements Toolbox, Table ME-1.</p> <p><i>Policy ME-A.2:</i> Design and implement safe pedestrian routes.</p> <p style="padding-left: 20px;">a. Collaborate with appropriate community groups, and other interested private and public sector groups or individuals to design and implement safe pedestrian routes to schools, transit, and other highly frequented</p>	<p>As mentioned above, the project design would include sidewalks and street crossings. The project would provide non-contiguous sidewalks in new parkways constructed on the site (refer to Figures 3-6; 3-7a, and 3-7b). A crosswalk would be provided from the CBF parking garage to the CBF facility to facilitate safe movement across the travel lanes of the private drive (as shown in Figure 3-6). Pedestrian traffic would be separated from vehicular traffic where possible, to provide pedestrians with a safe route. Non-contiguous sidewalks would be installed in newly constructed parkways, adjacent to on-site roads. Walkways would be lighted to create safe and accessible pedestrian spaces. Provision of these facilities would be consistent with Policies ME-A.1, ME-A.2.</p>	Yes

<b>Table 5.1-1 (cont.)</b>		
<b>CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION</b>		
<b>APPLICABLE ELEMENTS, GOALS, AND POLICIES</b>	<b>CONSISTENCY EVALUATION</b>	<b>CONSISTENT (YES/NO)</b>
<b>CITY OF SAN DIEGO GENERAL PLAN</b>		
<b>Mobility Element (cont.)</b>		
<p>destinations. Implement needed improvements and programs such as wider and non-contiguous sidewalks, more visible pedestrian crossings, traffic enforcement, traffic calming, street and pedestrian lighting, pedestrian trails, and educating children on traffic and bicycle safety.</p> <p>f. Provide adequate levels of lighting for pedestrian safety and comfort.</p>	<p>As detailed in Section 7.7, <i>Public Services and Facilities</i>, the area has adequate law enforcement to maintain safety, consistent with Policy ME-A.2.</p>	Yes
<p><b>Goal:</b> A complete, functional, and interconnected pedestrian network, that is accessible to pedestrians of all abilities.</p> <p><i>Safety and Accessibility Policies</i>  <b>Policy ME-A.4:</b> Make sidewalks and street crossings accessible to pedestrians of all abilities.</p> <p>a. Meet or exceed all federal and state requirements.                      b. Provide special attention to the needs of children, the elderly, and people with disabilities.                      c. Maintain pedestrian facilities to be free of damage or trip hazards.</p> <p><b>Policy ME-A.5</b> Provide adequate sidewalk widths and clear path of travel as determined by street classification, adjoining land uses, and expected pedestrian usage.</p> <p>a. Minimize obstructions and barriers that inhibit pedestrian circulation.</p>	<p>As mentioned above, the project includes the construction of non-contiguous sidewalks in new parkways. The project would provide a pedestrian network consisting of sidewalks and street crossings, which would provide safe internal pedestrian walkways and sidewalks. A crosswalk would be provided to assist pedestrians moving from the CBF parking garage to the CBF facility. Walkways would be lighted to create safe and accessible pedestrian spaces. All aspects of project development, including structures, roadways, and pedestrian walkways, would be designed and constructed in compliance with ADA requirements, and would therefore be consistent with Policies ME-A.4 and ME-A.5.</p>	Yes



<b>Table 5.1-1 (cont.)</b>		
<b>CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION</b>		
<b>APPLICABLE ELEMENTS, GOALS, AND POLICIES</b>	<b>CONSISTENCY EVALUATION</b>	<b>CONSISTENT (YES/NO)</b>
<b>CITY OF SAN DIEGO GENERAL PLAN</b>		
<b>Mobility Element (cont.)</b>		
<p><b>Goal:</b> Vehicle congestion relief.  <i>ME-C.2</i> Provide adequate capacity and reduce congestion for all modes of transportation on the street and freeway system.</p> <p><i>ME-C.6</i> Locate and design new streets and freeways and, to the extent practicable, improve existing facilities to: respect the natural environment, scenic character, and community character of the area traversed, and to meet safety standards.</p> <p><i>Policy ME-C.8:</i> Implement Traffic Impact Study Guidelines that address site and community specific issues.</p> <ol style="list-style-type: none"> <li>a. Give consideration to the role of alternative modes of transportation and transportation demand management (TDM) plans in addressing development project traffic impacts.</li> <li>b. Consider the results of site-specific studies or reports that justify vehicle trip reductions (see also ME-E.7).</li> <li>c. Implement best practices for multi-modal quality/level of service analysis guidelines to evaluate potential transportation impacts and determine appropriate mitigation measures from a multi-modal perspective.</li> </ol> <p><i>Policy ME-C.9:</i> Implement best practices for multi-modal quality/level of service analysis guidelines to evaluate potential transportation improvements from a multi-modal perspective in order to determine optimal improvements that balance the needs of all users of the right of way.</p>	<p>In accordance with ME-C.2, the proposed project would construct adequate capacity within the on-site roads to accommodate future traffic volumes, as recommended in the Traffic Impact Study. The proposed project would result in significant and unavoidable impacts to local roads and local freeways as discussed in Section 5.2, <i>Transportation and Circulation</i>.</p> <p>Local access to the project site would be via Siempre Viva Road with direct connections to Otay Pacific Drive and Las Californias Drive. Proposed on-site circulation improvements would include shortening and relocating the two existing cul-de-sacs associated with Otay Pacific Drive and Las Californias Drive and widening on-site roads as recommended in the Traffic Impact Study (LSA 2011). A private drive connecting Las Californias Drive and Otay Pacific Drive would provide access to the CBF facility. The existing topography of the project site is generally flat. The proposed roadway improvements would be compatible with the topography of the site and not affect scenic or community character for consistency with ME-C.6.</p> <p>A Traffic Impact Study prepared by LSA Associates, Inc. (LSA 2011) analyzed site-specific traffic conditions and evaluated potential transportation impacts and mitigation measures (see Section 5.2, <i>Transportation/Circulation</i>). The project would provide bike lanes along all streets within the project site, except for Las Californias Drive. The project would therefore comply with Policies ME-C.8 and ME-C.9.</p>	<p>Yes</p>

<b>Table 5.1-1 (cont.)</b>		
<b>CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION</b>		
<b>APPLICABLE ELEMENTS, GOALS, AND POLICIES</b>	<b>CONSISTENCY EVALUATION</b>	<b>CONSISTENT (YES/NO)</b>
<b>CITY OF SAN DIEGO GENERAL PLAN</b>		
<b>Mobility Element (cont.)</b>		
<p><b>Intelligent Transportation System Goals</b>  <b>Goal:</b> A transportation system which operates efficiently, saves energy and reduces negative environmental impacts.</p>	<p>On-site roadways would be designed to operate efficiently, including the provision of bike lanes along all streets (except for Las Californias Drive) and the provision of non-contiguous sidewalks in new parkways. This would provide efficient access to on-site uses and surrounding roadways.</p>	Yes
<p><b>Transportation Demand Management Goals</b>  <b>Goal:</b> Expanded travel options and improved personal mobility.  <i>ME-E.4</i> Promote the most efficient use of the City's existing transportation network.   <i>ME-G.1</i> Provide and manage parking so that it is reasonably available when and where it is needed.   <i>ME-H.3</i> Accommodate forecasted general aviation demand within the limitations of federal, state, and local funding, user fees, and environmental and regulatory constraints.   <i>ME-I.2</i> Support intermodal stations to facilitate transfer of passengers between modes and expand the convenience, range, and usefulness of transportation systems implemented in the City.</p>	<p>The proposed project would provide for access to the TJJ Airport, which would serve to reduce congestion on area freeways and the nearby ports-of-entry, consistent with Policies ME-E.4, and ME-I.2. The proposed project includes the widening of on-site roads and the signalization of on-site intersections during buildout. These improvements would enhance the area roadway system and contribute to improved efficiency. However, significant and unavoidable impacts would arise with the proposed project implemented, as discussed in Section 5.2, <i>Transportation/Circulation</i>.</p> <p>The proposed project would provide the required levels of on-site parking for the hotel, commercial, and industrial uses at the ratios required by the parking standards of the LDC consistent with Policy ME-G.1. Parking for the CBF would be constructed in accordance with passenger parking ratios established for the SDIA Mater Plan (San Diego County Regional Airport Authority 2008). Parking would be accommodated in a combination of a parking structure and surface parking lots.</p>	Yes

<b>Table 5.1-1 (cont.)</b>		
<b>CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION</b>		
<b>APPLICABLE ELEMENTS, GOALS, AND POLICIES</b>	<b>CONSISTENCY EVALUATION</b>	<b>CONSISTENT (YES/NO)</b>
<b>CITY OF SAN DIEGO GENERAL PLAN</b>		
<b>Mobility Element (cont.)</b>		
<p><b>Transportation Demand Management Goals (cont.)</b>  <i>Policy ME-E.3:</i> Emphasize the movement of people rather than vehicles.</p> <p><i>Policy ME-E.4:</i> Promote the most efficient use of the City's existing transportation network.</p>	<p>The proposed project would provide airline passengers the ability to access flights in and out of San Diego/Tijuana region using the TIJ Airport, without having to cross the US - Mexico International border via the existing POEs at San Ysidro, Otay Mesa and future Otay Mesa East. The project would also accommodate forecasted aviation demand consistent with Policy ME-H.3.</p> <p>The project would provide pedestrian access across the US - Mexico International border. This would reduce the amount of time passengers spend in traffic (waiting to cross the International border). The project would also provide bike lanes on all project streets except Las Californias Drive and would provide non-contiguous sidewalks in new parkways. Thus, the project would reduce travel distances for certain airline passengers who would drive out of the San Diego region to other airports, thus allowing for the movement of people, rather than vehicles, consistent with Policy ME-E.3.</p> <p>The pedestrian access to the TIJ Airport would serve to reduce congestion on area freeways and the nearby ports of entry, which promotes the most efficient use of the City's existing transportation network, consistent with Policy ME-E.4.</p>	<p>Yes</p>

<b>Table 5.1-1 (cont.)</b>		
<b>CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION</b>		
<b>APPLICABLE ELEMENTS, GOALS, AND POLICIES</b>	<b>CONSISTENCY EVALUATION</b>	<b>CONSISTENT (YES/NO)</b>
<b>CITY OF SAN DIEGO GENERAL PLAN</b>		
<b>Urban Design Element</b>		
<p><b>General Urban Design Goals</b>  <b>Goal:</b> An improved quality of life through safe and secure neighborhoods and public places.</p> <p><i>Sustainable Development Policies</i>  <i>Policy UD-A.4:</i> Use sustainable building methods in accordance with the sustainable development policies in the Conservation Element.</p>	<p>Consistent with Policy UD-A.4, sustainable building methods would be utilized as discussed below under the Conservation Element policies in this table. Sustainable features include (but are not limited to): glazing located on the east and north building elevations to reduce heat gain in the building and reducing cooling requirements; installation of trees on the west and south side of buildings to shade structures; use of Energy star appliances and light fixtures; implementation of a recycling program for solid waste; installation of water efficient landscaping and weather based irrigation controllers; bike racks; bus, van and taxi drop-off opportunities; elimination of the use of chlorofluorocarbon-based refrigerants; use of materials that have recycled content such as fly-ash based concrete, recycled structural steel, certified wood; cool roofing principals with a light colored, metal roof; energy efficient heating and cooling systems; thermal-efficient glazing/fenestration systems; natural ventilation; and displacement ventilation strategies.</p>	<p>Yes</p>

<b>Table 5.1-1 (cont.)</b>		
<b>CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION</b>		
<b>APPLICABLE ELEMENTS, GOALS, AND POLICIES</b>	<b>CONSISTENCY EVALUATION</b>	<b>CONSISTENT (YES/NO)</b>
<b>CITY OF SAN DIEGO GENERAL PLAN</b>		
<b>Urban Design Element (cont.)</b>		
<p><b>General Urban Design Goals (cont.)</b>  <i>Architecture</i>  <i>Policy UD-A.5:</i> Design buildings that contribute to a positive neighborhood character and relate to neighborhood and community context.</p> <ul style="list-style-type: none"> <li>d. Encourage the use of materials and finishes that reinforce a sense of quality and permanence.</li> <li>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.</li> <li>i. Maximize natural ventilation, sunlight, and views.</li> <li>j. Provide convenient, safe, well-marked, and attractive pedestrian connections from the public street to building entrances.</li> <li>k. Design roofs to be visually appealing when visible from public vantage points and public rights-of-way.</li> </ul> <p><i>Policy UD-A.6:</i> Create street frontages with architectural and landscape interest to provide visual appeal to the streetscape and enhance the pedestrian experience.</p> <ul style="list-style-type: none"> <li>a. Locate buildings on the site so that they reinforce street frontages.</li> <li>c. Ensure that building entries are prominent, visible, and well-located.</li> </ul>	<p>Exterior materials for the CBF facility would primarily consist of concrete and glass, while the CBF parking garage would consist primarily of precast concrete. The industrial buildings would, at a minimum, comply with the design requirements of the IH-2-1 zone, which is more stringent than the standards of the OMDD. Commercial uses proposed for the site would be developed consistent with the standards of the CV-1-1 zone. These materials would reinforce a sense of quality and permanence, consistent with Policy UD-A.5(d). The proposed CBF facility would provide architectural interest. Each elevation of the building provides variety in textures and building height to prevent the appearance of blank walls. While the proposed parking garage is a large structure, landscaping surrounding the garage would serve to filter and break up views of the building mass.</p> <p>The project would include natural ventilation and displacement ventilation strategies. The project would include a pedestrian network consisting of non-contiguous sidewalks (in new parkways), along with existing contiguous sidewalks, and street crossings, which would provide safe internal pedestrian walkways. A crosswalk would be provided to assist pedestrians moving from the CBF parking garage to the CBF facility. Walkways would be lighted to create safe and accessible pedestrian spaces. The proposed CBF facility has varied rooflines on the north, south, east, and west elevations, which provide visual interest. For these reasons, the proposed project would be consistent with Policy UD-A.5.</p>	<p>Yes</p>

<b>Table 5.1-1 (cont.)</b>		
<b>CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION</b>		
<b>APPLICABLE ELEMENTS, GOALS, AND POLICIES</b>	<b>CONSISTENCY EVALUATION</b>	<b>CONSISTENT (YES/NO)</b>
<b>CITY OF SAN DIEGO GENERAL PLAN</b>		
<b>Urban Design Element (cont.)</b>		
<b>General Urban Design Goals (cont.)</b>		
e. Minimize the visual impact of garages, parking and parking portals to the pedestrian and street façades.	Streets within the project site would be landscaped using existing and newly planted trees. Sidewalks would be located adjacent to parkway plantings. The proposed CBF facility and parking garage are placed to reinforce street frontages along the private drive. The entries to the CBF facility and parking structure are prominent, with a public plaza located at the parking garage entrance, and a crosswalk leading to the CBF facility entrance. The future commercial and industrial uses would be designed consistent with the requirements of the LDC to provide visual appeal. Therefore, the project would be consistent with Policy UD-A.6.	Yes
<i>Landscape Policies</i> Policy UD-A.8: Landscape materials and design should enhance structures, create and define public and private spaces, and provide shade, aesthetic appeal, and environmental benefits. <ul style="list-style-type: none"> <li>a. Maximize the planting of new trees, street trees and other plants for their shading, air quality, and livability benefits (see also Conservation Element, Policies CE-A.11, CE-A.12, and Section J).</li> <li>b. Use water conservation through the use of drought-tolerant landscape, porous materials, and reclaimed water where available.</li> <li>c. Use landscape to support storm water management goals for filtration, percolation and erosion control.</li> <li>d. Use landscape to provide unique identities within neighborhoods, villages and other developed areas.</li> <li>e. Landscape materials and design should complement and build upon the existing character of the neighborhood.</li> </ul>	The proposed project includes sustainable landscaping practices and techniques promoting water conservation and energy efficiency, including the use of drought-tolerant landscaping and irrigation management. Landscaping would be designed to enhance structures and public spaces, pedestrian walkways, and bicycle routes. The pedestrian routes through the site would be lined with a combination of accent trees and fan palm trees, as well as low-growing shrubs (as shown in Figures 3-7a and 7b). The landscaping provided around the CBF facility and parking garage would provide screening for the structures, breaking up the building mass and providing visual appeal to the buildings and public areas, including the public plaza and the pedestrian walkways. The variety of trees proposed for landscaping provides shade and aesthetic appeal throughout the site. Key entry points to the CBF would receive enhanced landscaping. The landscape would be designed, installed and maintained in accordance with Policy UD-A.8. The project would be developed according to the Landscape Regulations and Landscape Standards of the LDC which incorporate requirements for water conservation.	Yes

<b>Table 5.1-1 (cont.)</b>		
<b>CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION</b>		
<b>APPLICABLE ELEMENTS, GOALS, AND POLICIES</b>	<b>CONSISTENCY EVALUATION</b>	<b>CONSISTENT (YES/NO)</b>
<b>CITY OF SAN DIEGO GENERAL PLAN</b>		
<b>Urban Design Element (cont.)</b>		
<p><b>General Urban Design Goals (cont.)</b></p> <p>f. Design landscape bordering the pedestrian network with new elements, such as a new plant form or material, at a scale and intervals appropriate to the site. This is not intended to discourage a uniform street tree or landscape theme, but to add interest to the streetscape and enhance the pedestrian experience.</p> <p>g. Establish or maintain tree-lined residential and commercial streets. Neighborhoods and commercial corridors in the City that contain tree-lined streets present a streetscape that creates a distinctive character.</p> <ol style="list-style-type: none"> <li>1. Identify and plant trees that complement and expand on the surrounding street tree fabric.</li> <li>2. Unify communities by using street trees to link residential areas.</li> <li>3. Locate street trees in a manner that does not obstruct ground illumination from streetlights.</li> </ol> <p>h. Shade paved areas, especially parking lots.</p> <p>i. Demarcate public, semi-public/private, and private spaces clearly through the use of landscape, walls, fences, gates, pavement treatment, signs, and other methods to denote boundaries and/or buffers.</p> <p>j. Use landscaped walkways to direct people to proper entrances and away from private areas.</p> <p>k. Reduce barriers to views or light by selecting appropriate tree types, pruning thick hedges, and large overhanging tree canopies.</p> <p>l. Utilize landscape adjacent to natural features to soften the visual appearance of a development and provide a natural buffer between the development and open space areas.</p>		Yes

<b>Table 5.1-1 (cont.)</b>		
<b>CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION</b>		
<b>APPLICABLE ELEMENTS, GOALS, AND POLICIES</b>	<b>CONSISTENCY EVALUATION</b>	<b>CONSISTENT (YES/NO)</b>
<b>CITY OF SAN DIEGO GENERAL PLAN</b>		
<b>Urban Design Element (cont.)</b>		
<p><b>General Urban Design Goals (cont.)</b>  <i>Street Design Policies</i>  <i>Policy UD-A.10:</i> 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).</p> <p><i>Structured Parking Policies</i>  <i>Policy UD-A.11.</i> Encourage the use of underground or above-ground parking structures, rather than surface parking lots, to reduce land area devoted to parking (see also Mobility Element, Section G).</p> <ol style="list-style-type: none"> <li>a. Design safe, functional, and aesthetically pleasing parking structures.</li> <li>b. Design structures to be of a height and mass that are compatible with the surrounding area.</li> <li>c. Use building materials, detailing, and landscape that complement the surrounding neighborhood.</li> <li>d. Provide well-defined, dedicated pedestrian entrances.</li> <li>e. Use appropriate screening mechanisms to screen views of parked vehicles from pedestrian areas, and headlights from adjacent buildings.</li> <li>f. Pursue development of parking structures that are wrapped on their exterior with other uses to conceal the parking structure and create an active streetscape. Where ground floor commercial is proposed, provide a tall, largely transparent ground floor along pedestrian active streets.</li> </ol>	<p>In accordance with Policy UD-A.10, streets would be designed to encourage pedestrian and bicycle use on site and to connect to existing networks. Non-contiguous sidewalks would be provided in new parkways throughout the site (refer to Figures 3-6, 3-7a and 3-7b). Trees planted along pedestrian walkways would be maintained so that all branches over pedestrian walkways are 6 feet above the walkway grade. The project would reduce the amount of land dedicated to parking through the provision of a parking structure to accommodate parking for the CBF. Surface parking would also be provided as part of the proposed project. These parking areas would be planned, sited, and designed in accordance with the guidelines specified in Policies UD-A.11 and UD-A.12 to enhance functionality and minimize visual impacts. The CBF parking garage would be four stories in height and approximately 772,000 SF. While the parking garage would be larger in height and mass than nearby buildings to the west, north, and east, it would be similar in size and structure to the parking garage at TIJ Airport to the south. Additionally, landscaping of the project site would serve to break up the mass of the parking garage. Large, canopy, and street trees would provide screening for the CBF parking garage, while palms trees are proposed for decorative purposes throughout the site. Large trees and small canopy trees would be placed along the east and south elevations of the CBF parking garage. The southwest elevation of the parking garage would be planted with large trees flanking the parking garage entrance and public plaza. Feather palms would also be planted in the public plaza, in raised planters, with benches. The west elevation of the parking garage would be landscaped with a combination of</p>	<p>Yes</p>



<b>Table 5.1-1 (cont.)</b>		
<b>CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION</b>		
<b>APPLICABLE ELEMENTS, GOALS, AND POLICIES</b>	<b>CONSISTENCY EVALUATION</b>	<b>CONSISTENT (YES/NO)</b>
<b>CITY OF SAN DIEGO GENERAL PLAN</b>		
<b>Urban Design Element (cont.)</b>		
<p><b>General Urban Design Goals (cont.)</b></p> <p>g. Encourage the use of attendants, gates, natural lighting, or surveillance equipment in parking structures to promote safety and security.</p> <p><i>Surface Parking</i>  <i>Policy UD-A.12:</i> Reduce the amount and visual impact of surface parking lots (see also Mobility Element, Section G).</p> <p>a. Encourage placement of parking along the rear and sides of street-oriented buildings.</p> <p>b. Avoid blank walls facing onto parking lots by promoting treatments that use colors, materials, landscape, selective openings or other means of creating interest. For example, the building should protrude, recess, or change in color, height or texture to reduce blank facades.</p> <p>c. Design clear and attractive pedestrian paseos/pathways and signs that link parking and destinations.</p> <p>d. Locate pedestrian pathways in areas where vehicular access is limited.</p> <p>e. Avoid large areas of uninterrupted parking especially adjacent to community public view sheds.</p> <p>f. Build multiple small parking lots in lieu of one large lot.</p> <p>g. Retrofit existing expansive parking lots with street trees, landscape, pedestrian paths, and new building placement.</p> <p>h. Promote the use of pervious surface materials to reduce runoff and infiltrate storm water.</p> <p>i. Use trees and other landscape to provide shade, screening, and filtering of storm water runoff in parking lots (see also Conservation Element, Policy CE-A.12).</p>	<p>accent trees and fan palm trees. Along the northern elevation of the garage, street trees and large trees would be planted. The public plaza would provide a well-defined, pedestrian entrance to the parking garage.</p> <p>The surface parking lot associated with the CBF would be located northeast of the parking garage. Additional surface parking lots would be present during Phase I of the CBF facility, in place of the parking garage. Pedestrian circulation has been designed to link parking lots to the CBF facility. These pedestrian pathways would be tree-lined with landscaped parkways. In Phase I, the pedestrian pathways from the surface parking lots to the CBF traverse between two of the parking lots, where no vehicle access would occur and south along the westerly side of Otay Pacific Drive. After construction of the parking structure, pedestrian access to the CBF would be provided from the surface parking lot south along the easterly side of Las Californias Drive and south along the westerly side of Otay Pacific Drive. The surface parking proposed for the site is not located within community public view sheds (refer to Section 5.10, <i>Visual Quality/Neighborhood Character</i>). During Phase I of the CBF operation, which would provide only surface parking, the parking would be provided via three lots, instead of one large one. A variety of trees and other landscaping would be planted along the northern, western, and eastern boundaries of the surface parking lot, providing shade, screening, and filtering of stormwater runoff. These trees would consist of street trees, large canopy trees, accent trees, parking lot trees, and fan palms.</p>	<p>Yes</p>

<b>Table 5.1-1 (cont.)</b>		
<b>CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION</b>		
<b>APPLICABLE ELEMENTS, GOALS, AND POLICIES</b>	<b>CONSISTENCY EVALUATION</b>	<b>CONSISTENT (YES/NO)</b>
<b>CITY OF SAN DIEGO GENERAL PLAN</b>		
<b>Urban Design Element (cont.)</b>		
<b>General Urban Design Goals (cont.)</b>		
<p>j. Design surface parking lots to allow for potential redevelopment to more intensive uses. For example, through redevelopment, well-placed parking lot aisles could become internal project streets that provide access to future parking structures and mixed land uses.</p>		Yes
<p><i>Lighting Policies</i>  <i>Policy UD-A.13:</i> Provide lighting from a variety of sources at appropriate intensities and qualities for safety.</p> <p>a. Provide pedestrian-scaled lighting for pedestrian circulation and visibility.</p> <p>b. Use effective lighting for vehicular traffic while not overwhelming the quality of pedestrian lighting.</p> <p>c. Use lighting to convey a sense of safety while minimizing glare and contrast</p> <p>d. Use vandal-resistant light fixtures that complement the neighborhood and character.</p> <p>e. Focus lighting to eliminate spill-over so that lighting is directed, and only the intended use is illuminated.</p> <p><i>Signs Policies</i>  <i>Policy UD-A.14:</i> Design project signage to effectively utilize sign area and complement the character of the structure and setting.</p> <p>a. Architecturally integrate signage into project design.</p> <p>b. Include pedestrian-oriented signs to acquaint users to various aspects of a development. Place signs to direct vehicular and pedestrian circulation.</p>	<p>Lighting would be provided in various settings for safety and aesthetic purposes. Lighting would be provided along internal roadways for vehicular circulation, as well as along pedestrian walkways for transportation-related safety. Lighting would also be provided in the hotel and commercial areas and public spaces at night-time to contribute to the general ambiance of those spaces. Additionally, lighting would be provided as a Crime Prevention Through Environmental Design (CPTED) measure to reduce cover for potential criminal activity. Lighting for all of these purposes would be intentionally directed such that the intended area is illuminated but spillover lighting into sensitive areas (e.g., residences) is reduced. These lighting practices would be in conformance with Policy UD-A.13.</p> <p>The project would integrate signage as appropriate for vehicular and bicycle circulation, as well as for pedestrians who move about the site's interior to facilitate access of amenities. Project signage would comply with Sign Regulations of the LDC. Signage would be strategically designed and placed in conformance with Policy UD-A.14.</p>	Yes

<b>Table 5.1-1 (cont.)</b>		
<b>CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION</b>		
<b>APPLICABLE ELEMENTS, GOALS, AND POLICIES</b>	<b>CONSISTENCY EVALUATION</b>	<b>CONSISTENT (YES/NO)</b>
<b>CITY OF SAN DIEGO GENERAL PLAN</b>		
<b>Urban Design Element (cont.)</b>		
<b>General Urban Design Goals (cont.)</b>		
<ul style="list-style-type: none"> <li>c. Post signs to provide directions and rules of conduct where appropriate behavior control</li> <li>d. Design signs to minimize negative visual impacts.</li> <li>e. Address community-specific signage issues in community plans, where needed.</li> </ul>		Yes
<p><i>Utilities Policies</i>  <i>Policy UD-A.16:</i> Minimize the visual and functional impact of utility systems and equipment on streets, sidewalks, and the public realm.</p> <ul style="list-style-type: none"> <li>a. Convert overhead utility wires and poles, and overhead structures such as those associated with supplying electric, communication, community antenna television, or similar service to underground.</li> <li>b. Design and locate public and private utility infrastructure, such as phone, cable and communications boxes, transformers, meters, fuel ports, back-flow preventers, ventilation grilles, grease interceptors, irrigation valves, and any similar elements, to be integrated into adjacent development and as inconspicuous as possible. To minimize obstructions, elements in the sidewalk and public right of way should be located in below grade vaults or building recesses that do not encroach on the right of way (to the maximum extent permitted by codes). If located in a landscaped setback, they should be as far from the sidewalk as possible, clustered and integrated into the landscape design, and screened from public view with plant and/or fencelike elements.</li> </ul>	<p>The project site has full service connections for all necessary utilities. There are no existing overhead utilities at the site, all utilities are underground. No utility upgrades would be required on or off site to service the proposed uses on site. Because all utilities are already present at the site and are underground, the project would result in minimal visual intrusion related to utility systems, consistent with Policy UD-A.16. Any screening required would be provided consistent with the requirements of the LDC.</p>	Yes

<b>Table 5.1-1 (cont.)</b>		
<b>CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION</b>		
<b>APPLICABLE ELEMENTS, GOALS, AND POLICIES</b>	<b>CONSISTENCY EVALUATION</b>	<b>CONSISTENT (YES/NO)</b>
<b>CITY OF SAN DIEGO GENERAL PLAN</b>		
<b>Urban Design Element (cont.)</b>		
<b>General Urban Design Goals (cont.)</b>		
<p>c. Traffic operational features such as streetlights, traffic signals, control boxes, street signs and similar facilities should be located and consolidated on poles, to minimize clutter, improve safety, and maximize public pedestrian access, especially at intersections and sidewalk ramps. Other street utilities such as storm drains and vaults should be carefully located to afford proper placement of the vertical elements.</p>		Yes
<p><i>Safety and Security Policies</i>  <i>UD-A.17 Policies:</i> Incorporate Crime Prevention Through Environmental Design measures, as necessary, to reduce incidences of fear and crime, and design safer environments.</p> <p>a. Design projects to encourage visible space and “eyes on the street” security that will serve as a means to discourage and deter crime through the location of physical features, activities and people to maximize visibility.</p> <p>b. Define clear boundaries between public, semi-public/private, and private spaces.</p> <p>c. Promote regulations, programs, and practices that result in the proper maintenance of the measures employed for CPTED surveillance, access control, and territoriality.</p> <p>d. Consider pedestrian scale lighting and indirect techniques to provide adequate security but not glare and flood-light conditions.</p>	<p>The project design includes a variety of uses which would encourage activity in various locations throughout the development and throughout the day. These include: drop-off and pick-up areas, pedestrian plazas, taxi/bus/shuttle pick-up, raised pedestrian crossings, primary building entrances, seating areas, garage pedestrian access, and pedestrian access to the public street. Design features including paving materials, fencing, pedestrian scale lighting, bollards, raised planters and other landscape structures would be utilized to define and differentiate public, semi-public/private, and private spaces and to maximize visibility for security. The presence of users during various times of the day would contribute “eyes on the street” to discourage crime. These measures would conform to Policy UD-A.17.</p>	Yes

<b>Table 5.1-1 (cont.)</b>		
<b>CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION</b>		
<b>APPLICABLE ELEMENTS, GOALS, AND POLICIES</b>	<b>CONSISTENCY EVALUATION</b>	<b>CONSISTENT (YES/NO)</b>
<b>CITY OF SAN DIEGO GENERAL PLAN</b>		
<b>Urban Design Element (cont.)</b>		
<p><b>General Urban Design Goals (cont.)</b>  <b>Goal:</b> Utilization of landscape as an important aesthetic and unifying element throughout the City.</p> <p><i>Open Space Linkages Policies</i>  <i>Policy UD-A.2:</i> Use open space and landscape to define and link communities.</p>	<p>The project would include landscaping in public spaces and along street frontages to give a park-like setting that is connected and continuous throughout the development. The proposed landscaping includes relocation of and placement of new trees along Otay Pacific Drive, Las Californias Drive, and Otay Pacific Place. A public plaza at the pedestrian entrance to the parking structure would also be landscaped with feather palms in raised planters. The public plaza would also be lined with a variety of shrubs and with large trees flanking the entrance to the parking garage. Additionally landscaping areas would occur in the employee eating and recreation area north of the CBF, and along the CBF parameters.</p>	Yes
<b>Economic Prosperity Element</b>		
<p><b>Goal:</b> New commercial development that contributes positively to the economic vitality of the community and provides opportunities for new business development.</p>	<p>The project would include visitor-serving commercial uses that would contribute to the economic vitality of the community and provide opportunities for new commercial businesses.</p>	Yes
<p><b>Goal:</b> Reliable and efficient passenger and commercial transportation systems along the U.S.– Mexico border.</p> <p><i>Policy EP-J.1</i> Participate in and support regional and binational efforts that develop strategies for key border issues (such as the alleviation of long border wait times, infrastructure improvements, public safety, economic development, border inspection and national security at the international border and surrounding area).</p> <p><i>Policy EP-J.7</i> Create international connections that improve port-of-entry efficiency, enhance linkages, and improve border appearance to foster a more welcoming environment.</p>	<p>Currently, to access the TIJ Airport from the U.S., passengers must cross the US - Mexico International border by bus, private vehicle, or on foot (and then take a taxi, shuttle or bus to reach the airport). The primary border crossing used by passengers flying in or out of the TIJ Airport is the San Ysidro POE, which is the busiest land crossing along the U.S.-Mexico International border (SANDAG/Caltrans 2006). In 2008, 13.7 million personal vehicles crossed northbound through the San Ysidro POE (an average of nearly 37,500 per day) and that number is predicted to increase to 22 million northbound crossings by the year 2030 (U.S./Mexico Joint Working Committee [JWC] 2008). Other passengers flying in or out of the TIJ Airport cross the border at the Otay Mesa POE. Nearly 4.8 million personal vehicles crossed</p>	Yes

<b>Table 5.1-1 (cont.)</b>		
<b>CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION</b>		
<b>APPLICABLE ELEMENTS, GOALS, AND POLICIES</b>	<b>CONSISTENCY EVALUATION</b>	<b>CONSISTENT (YES/NO)</b>
<b>CITY OF SAN DIEGO GENERAL PLAN</b>		
<b>Economic Prosperity Element (cont.)</b>		
	the border at the Otay Mesa POE in 2008 (an average of over 13,000 per day; U.S. Customs and Border Protection [CBP] 2009). This figure is forecast to increase to 9.8 million northbound by 2030 (U.S./Mexico JWC 2008). The future Otay Mesa East POE is planned approximately 2.0 miles east of the existing Otay Mesa POE and is expected to open in 2015 allowing approximately 8.6 million people to cross northbound annually by 2035. The proposed project would provide a more convenient and reliable timeframe for crossing the US - Mexico International border, which would be consistent with policies EP-J.1 and EP-J.7.	Yes
<b>Public Facilities, Services, and Safety Element</b>		
<p><b>Evaluation of Growth, Facilities, and Services Goals</b>  <b>Goal:</b> Adequate public facilities that are available at the time of need.</p> <p><i>Policy PF-C.1:</i> Require development proposals to fully address impacts to public facilities and services.</p> <ol style="list-style-type: none"> <li>Identify the demand for public facilities and services resulting from discretionary projects.</li> <li>Identify specific improvements and financing which would be provided by the project, including but not limited to sewer, water, storm drain, solid waste, fire, police, libraries, parks, open space, and transportation projects.</li> <li>Subject projects, as a condition of approval, to exactions that are reasonably related and in rough proportionality to the impacts resulting from the proposed development.</li> <li>Provide public facilities and services to assure that current levels of service are maintained or improved by new development within a reasonable time period.</li> </ol>	<p>Sections <u>5.2, Transportation/Circulation, 5.8, Public Utilities, and 7.7, Public Services and Facilities</u>, identify the demand generated by the project for <u>transportation improvements, utilities and services and outline specific improvements which would be provided by the project. <del>These</del> Improvements identified in Sections 5.8 and 7.7 would assure that current levels of service associated with those facilities are maintained consistent with Policy PF-C.1. <u>Certain transportation impacts would be mitigated, while others would be infeasible to mitigate, resulting in unavoidable direct and cumulative impacts.</u></u></p> <p>The City will conduct a fiscal impact analysis to evaluate the effects of the CPA on City services, in compliance with Policy PF-C.2.</p>	<p>Yes*</p> <p><small><u>*If certain transportation mitigation measures are deemed infeasible and are not provided, then it cannot be assured that current levels of service would be maintained or improved by the proposed new development within a reasonable time period consistent with Policy PF-C-1.d.</u></small></p>

<b>Table 5.1-1 (cont.)</b>		
<b>CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION</b>		
<b>APPLICABLE ELEMENTS, GOALS, AND POLICIES</b>	<b>CONSISTENCY EVALUATION</b>	<b>CONSISTENT (YES/NO)</b>
<b>CITY OF SAN DIEGO GENERAL PLAN</b>		
<b>Public Facilities, Services, and Safety Element (cont.)</b>		
<p><b>Evaluation of Growth, Facilities, and Services Goals (cont.)</b>  <i>Policy PF-C.2:</i> Require a fiscal impact analysis to identify operations and maintenance costs with a community plan amendment proposal of potential fiscal significance.</p> <p><b>Goal:</b> Public facilities exactions that mitigate the facilities impacts that are attributable to new development.</p> <p><i>Policy PF-C.3:</i> Satisfy a portion of the requirements of PF-C.1 through physical improvements, when a nexus exists, that will benefit the affected community planning area when projects necessitate a community plan amendment due to increased densities.</p> <p><i>Policy PF-C.4:</i> Reserve the right and flexibility to use the City's police powers and fiscal powers to impose timing and sequencing controls on new development to regulate the impacts and demands on existing or new facilities and services.</p>	<p>The current Otay Mesa Community Plan and existing entitlements anticipate the site to be developed with industrial uses only. Those industrial uses allowed for development of up to a maximum floor area ratio (FAR) of 2.0. The proposed project will consist of industrial uses at a maximum FAR of 0.5 and a cross border airport passenger terminal and associated parking structure. The project also includes the option for replacing some industrial uses with up to two hotels (maximum of 340 hotel rooms) and up to a maximum of 40,000 square feet of commercial uses. The proposed project would not require significant changes in the required public facilities. The maintenance and operational cost differential of the proposed project development (including the optional hotel and commercial use) versus the all industrial development.</p> <p>As discussed above, the project would implement improvements that would assure that current service levels are maintained for public utilities, services and facilities, in sync with the City's timing and sequencing requirements. Additional discussion is contained in Sections 5.8, <i>Public Utilities</i>, and 7.7, <i>Public Services and Facilities</i> of this EIR. The project would therefore be consistent with Policies PF-C.2, PF-C.3 and PF-C.4.</p>	Yes
<p><b>Fire Goals</b></p> <p><b>Goal:</b> Protection of life, property, and environment by delivering the highest level of emergency and fire-rescue services, hazard prevention, and safety education.</p>	<p>The project site is located within the City Fire-Rescue Department service area. Station number 43, at 1590 La Media Road, is the nearest to the project site. This station is equipped with an engine, truck, and crash and brush rigs and is located</p>	Yes

<b>Table 5.1-1 (cont.)</b>		
<b>CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION</b>		
<b>APPLICABLE ELEMENTS, GOALS, AND POLICIES</b>	<b>CONSISTENCY EVALUATION</b>	<b>CONSISTENT (YES/NO)</b>
<b>CITY OF SAN DIEGO GENERAL PLAN</b>		
<b>Public Facilities, Services, and Safety Element (cont.)</b>		
<p><b>Fire Goals (cont.)</b>  <i>Policy PF-D.1:</i> Locate, staff, and equip fire stations to meet established response times. Response time objectives are based on national standards. Add one minute for turnout time to all response time objectives on all incidents.</p> <ul style="list-style-type: none"> <li>▪ 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.</li> <li>▪ 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.</li> <li>▪ 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.</li> <li>▪ Total response time for deployment and arrival of a unit with advanced life support capability at emergency medical incidents, where this service is provided by the City, should be within eight minutes 90 percent of the time.</li> </ul> <p><i>Policy PF-D.2:</i> Deploy to advance life support emergency responses Emergency Medical Services (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:</p> <ul style="list-style-type: none"> <li>▪ Total response time for deployment and arrival of EMS first responder with Automatic External Defibrillator should be within four minutes to 90 percent of the incidents; and</li> </ul>	<p>approximately 1.5 miles away. The estimated engine response time from Fire Station 43 to the project site is 4.3 minutes. According to the City General Plan Program EIR, local fire station units arrive at an incident in the project area within five minutes of being paged approximately 50 to 70 percent of the time (City of San Diego 2008a). Those response times would not be expected to substantially change upon implementation of the proposed project because fire suppression features would be built into the proposed structures and security personnel would be on site at the CBF. The project would be consistent with Policies PF-D.1, PF-D.2, PF-D.5, and PF-D.6.</p>	<p>Yes</p>



<b>Table 5.1-1 (cont.)</b>		
<b>CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION</b>		
<b>APPLICABLE ELEMENTS, GOALS, AND POLICIES</b>	<b>CONSISTENCY EVALUATION</b>	<b>CONSISTENT (YES/NO)</b>
<b>CITY OF SAN DIEGO GENERAL PLAN</b>		
<b>Public Facilities, Services, and Safety Element (cont.)</b>		
<p><b>Fire Goals (cont.)</b></p> <ul style="list-style-type: none"> <li>▪ 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.</li> </ul> <p><i>Policy PF-D.5:</i> Maintain service levels to meet the demands of continued growth and development, tourism, and other events requiring fire-rescue services.</p> <p>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 non-emergency training and maintenance activities is compromised. An excess of 2,500 responses annually requires analysis to determine the need for additional services or facilities.</p> <p><i>Policy PF-D.6:</i> Provide public safety related facilities and services to assure that adequate levels of service are provided to existing and future development.</p>		Yes
<p><b>Police Goals</b></p> <p><b>Goal:</b> Safe, peaceful, and orderly communities.</p> <p><i>Policy PF-E.1:</i> 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.</p>	As discussed below, the project would implement measures to ensure a sufficient level of police services in the area to enforce the law, investigate crimes, and work with the community for crime prevention.	Yes



<b>Table 5.1-1 (cont.)</b>		
<b>CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION</b>		
<b>APPLICABLE ELEMENTS, GOALS, AND POLICIES</b>	<b>CONSISTENCY EVALUATION</b>	<b>CONSISTENT (YES/NO)</b>
<b>CITY OF SAN DIEGO GENERAL PLAN</b>		
<b>Public Facilities, Services, and Safety Element (cont.)</b>		
<p><b>Wastewater Goals</b>  <b>Goal:</b> Environmentally sound collection, treatment, reuse, disposal, and monitoring of wastewater.</p> <p><i>Policy PF-F.6:</i> Coordinate land use planning and wastewater infrastructure planning to provide for future development and maintain adequate service levels.</p>	<p>The project would tie into the regional wastewater system and would be comply with all applicable City standards concerning wastewater collection. As discussed in Section 5.8, <i>Public Utilities</i>, the existing collection system has capacity to accommodate the proposed project.</p>	Yes
<p><b>Stormwater Infrastructure Goals</b>  <b>Goal:</b> Protection of beneficial water resources through pollution prevention and interception efforts.</p> <p><i>Policy PF-G.1:</i> Ensure that all storm water conveyance systems, structures, and maintenance practices are consistent with federal Clean Water Act and California Regional Water Quality Control Board NPDES Permit standards.</p> <p><i>Policy PF-G.3:</i> Meet and preferably exceed regulatory mandates to protect water quality in a cost-effective manner monitored through performance measures.</p>	<p>All storm water conveyance systems, structures and maintenance practices would be consistent with the Clean Water Act and California Regional Water Quality Control Board NPDES Permit standards and all other regulatory mandates to protect water quality. The project would therefore be consistent with Policies PF-G.1 and PF-G.3.</p>	Yes
<p><b>Goal:</b> A storm water conveyance system that effectively reduces pollutants in urban runoff and storm water to the maximum extent practicable.</p> <p><i>Policy PF-G.2:</i> Install infrastructure that includes components to capture, minimize, and/or prevent pollutants in urban runoff from reaching receiving waters and potable water supplies.</p> <p><i>Policy PF-G.5:</i> Identify and implement BMPs for projects that repair, replace, extend or otherwise affect the storm water</p>	<p>As discussed in Section 7.5, <i>Hydrology/Water Quality</i>, the project would include infrastructure and Best Management Practices (BMPs) to reduce runoff pollutants in compliance with storm water regulations. These design components would be consistent with Policies PF-G.2 and PF-G.5.</p>	Yes

<b>Table 5.1-1 (cont.)</b>		
<b>CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION</b>		
<b>APPLICABLE ELEMENTS, GOALS, AND POLICIES</b>	<b>CONSISTENCY EVALUATION</b>	<b>CONSISTENT (YES/NO)</b>
<b>CITY OF SAN DIEGO GENERAL PLAN</b>		
<b>Public Facilities, Services, and Safety Element (cont.)</b>		
<b>Stormwater Infrastructure Goals (cont.)</b> conveyance system. These projects should also include design considerations for maintenance, inspection, and, as applicable, water quality monitoring.		
<p><b>Water Infrastructure Goals</b>  <b>Goal:</b> A safe, reliable, and cost-effective water supply for San Diego.</p> <p><i>Policy PF-H.3:</i> Coordinate land use planning and water infrastructure planning with local, state, and regional agencies to provide for future development, maintain adequate service levels, and develop water supply options during emergency situations.</p> <ol style="list-style-type: none"> <li>a. Plan for a water supply and emergency reserves to meet peak load demand during a natural disaster such as a fire or earthquake.</li> <li>b. Plan for water supply and emergency reserves recognizing anticipated Climate Change impacts.</li> <li>c. Recognize the water/energy nexus. Plan and implement water projects after consideration of their energy demands in coordination with energy suppliers to minimize and optimize the energy impact of projects.</li> </ol>	<p>As discussed in Section 5.8, <i>Public Utilities</i>, the proposed project would result in up to 38.6 AFY of additional potable water demand, as compared to the projected demand for the project site in the 2009 OWD WRMP. Approximately 35 AFY of the potential demand from the proposed project, however, is included in the project WSA, the November 2010 update to the 2009 OWD WRMP, and the current Series 12 SANDAG update (with SANDAG data used by the SDCWA and MWD in their planning forecasts). The remaining 3.6 AFY of additional potential demand from the proposed project would be associated with the Hotel/Commercial development scenario, with this additional increase (approximately 4 percent above that identified in the WSA) concluded to be “[r]elatively negligible so as not to require an amendment to the approved WSA.” (PBS&amp;J 2011). The OWD has reviewed this analysis and concurs with the conclusions regarding the applicability of the WSA under the Hotel/Commercial development scenario (OWD 2011b). The proposed project (like all OWD customers) would also be required to participate in the OWD Water Supply Development Program. This participation would occur through the required payment of a New Water Supply Fee as adopted by the OWD in May 2010. In addition, the proposed project would ultimately use recycled water for between 11 and 13 percent of its total demand once it becomes technologically available in the project area, and would implement a number of additional would</p>	<p>Yes</p>

<b>Table 5.1-1 (cont.)</b>		
<b>CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION</b>		
<b>APPLICABLE ELEMENTS, GOALS, AND POLICIES</b>	<b>CONSISTENCY EVALUATION</b>	<b>CONSISTENT (YES/NO)</b>
<b>CITY OF SAN DIEGO GENERAL PLAN</b>		
<b>Public Facilities, Services, and Safety Element (cont.)</b>		
<b>Water Infrastructure Goals (cont.)</b>	occur. This participation would occur through the required payment of a New Water Supply Fee as adopted by the OWD in May 2010. In addition, the proposed project would ultimately use recycled water for between 11 and 13 percent of its total demand once it becomes technologically available in the project area, and would implement a number of additional measures to further reduced potable water consumption (e.g., use of low flush toilets and native/drought-tolerant landscaping) (See Section 5.8, <i>Public Utilities</i> , for more details regarding the use of recycled water). As a result, the regional water planning agencies would have adequate water supplies to meet long-term future demands, including those associated with the proposed project, consistent with Policy PF-H.3.	
<p><b>Waste Management Goals</b></p> <p><b>Goal:</b> Maximum diversion of materials from disposal through the reduction, reuse, and recycling of wastes to the highest and best use.</p> <p><i>Policy PF-I.2:</i> Maximize waste reduction and diversion (see also Conservation Element, Policy CE.A.9).</p> <p>d. Maximize the separation of recyclable and compostable materials.</p> <p>f. Reduce and recycle Construction and Demolition (C&amp;D) debris. Strive for recycling of 100 percent of inert C&amp;D materials and a minimum of 50 percent by weight of all other material.</p> <p>g. Use recycled, composted, and post-consumer materials in manufacturing, construction, public facilities and in other identified uses whenever appropriate.</p>	<p>The project would implement a Waste Management Plan (WMP) to reduce waste deposited in landfills. The plan would be consistent with Policies PF-I.2 and PF-I.5. Section 5.8, <i>Public Utilities</i>, contains additional waste management plan details.</p>	Yes

<b>Table 5.1-1 (cont.)</b>		
<b>CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION</b>		
<b>APPLICABLE ELEMENTS, GOALS, AND POLICIES</b>	<b>CONSISTENCY EVALUATION</b>	<b>CONSISTENT (YES/NO)</b>
<b>CITY OF SAN DIEGO GENERAL PLAN</b>		
<b>Public Facilities, Services, and Safety Element (cont.)</b>		
<p><b>Waste Management Goals (cont.)</b></p> <p>1. Encourage the private sector to build a mixed construction and demolition waste materials recycling facility.</p> <p><i>Policy PF I.5:</i> Plan for sufficient waste handling and disposal capacity to meet existing and future needs. Evaluate existing waste disposal facilities for potential expansion of sites for new disposal facilities.</p>		
<p><b>Seismic Safety Goals</b></p> <p><b>Goal:</b> Protection of public health and safety through abated structural hazards and mitigated risks posed by seismic conditions.</p> <p><i>Policy PF-Q.1:</i> Protect public health and safety through the application of effective seismic, geologic and structural considerations.</p> <p>a. Ensure that current and future community planning and other specific land use planning studies continue to include consideration of seismic and other geologic hazards. This information should be disclosed, when applicable, in the California Environmental Quality Act (CEQA) document accompanying a discretionary action.</p> <p>c. Require the submission of geologic and seismic reports, as well as soils engineering reports, in relation to applications for land development permits whenever seismic or geologic problems are suspected.</p>	<p>As discussed in Section 7.2, <i>Geologic Conditions</i>, seismic risks would be less than significant considering the project would comply with CBC and other applicable City building standards. The project would not conflict, therefore, with Policy PF-Q.1.</p>	<p>Yes</p>

<b>Table 5.1-1 (cont.)</b>		
<b>CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION</b>		
<b>APPLICABLE ELEMENTS, GOALS, AND POLICIES</b>	<b>CONSISTENCY EVALUATION</b>	<b>CONSISTENT (YES/NO)</b>
<b>CITY OF SAN DIEGO GENERAL PLAN</b>		
<b>Public Facilities, Services, and Safety Element (cont.)</b>		
<b>Seismic Safety Goals (cont.)</b>		
<p>g. Adhere to state laws pertaining to seismic and geologic hazards.</p> <p><b>Goal:</b> Development that avoids inappropriate land uses in identified seismic risk areas.</p>		
<b>Conservation Element</b>		
<p><b>Climate Change and Sustainable Development Goals</b></p> <p><b>Goal:</b> To reduce the City's overall carbon dioxide footprint by promoting energy efficiency, alternative modes of transportation, sustainable planning and design, and waste management.</p> <p><b>Goal:</b> To be prepared for, and able to adapt to adverse climate change impacts.</p> <p><b>Goal:</b> To become a city that is an international model of sustainable development and conservation.</p> <p><i>Policy CE-A.5:</i> Employ sustainable or “green” building techniques for the construction and operation of buildings.</p> <p>a. Develop and implement sustainable building standards for new and significant remodels of residential and commercial buildings to maximize energy efficiency, and to achieve overall net zero energy consumption by 2020 for new residential buildings and 2030 for new commercial buildings. This can be accomplished through factors including, but not limited to:</p> <ul style="list-style-type: none"> <li>▪ Designing mechanical and electrical systems that</li> </ul>	<p>The project would integrate various sustainable building techniques which would decrease energy use. Such measures include (but are not limited to) the following: the use of building insulation to conserve energy compliant with Title 24 (2008) standards, glazing located on the east and north building elevations to reduce heat gain in the building and reducing cooling requirements; installation of trees on the west and south side of buildings to shade structures; use of Energy star appliances and light fixtures; implementation of a recycling program for solid waste; installation of water efficient landscaping and weather-based irrigation controllers; bike racks; bus, van and taxi drop-off opportunities; elimination of the use of chlorofluorocarbon-based refrigerants; use of materials that have recycled content such as fly-ash based concrete, recycled structural steel, certified wood; cool roofing principals with a light colored, metal roof; energy efficient heating and cooling systems; thermal-efficient glazing/fenestration systems; natural ventilation; and displacement ventilation strategies. Implementation of these measures would contribute to the goals concerning sustainability.</p>	<p>Yes</p>

<b>Table 5.1-1 (cont.)</b>		
<b>CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION</b>		
<b>APPLICABLE ELEMENTS, GOALS, AND POLICIES</b>	<b>CONSISTENCY EVALUATION</b>	<b>CONSISTENT (YES/NO)</b>
<b>CITY OF SAN DIEGO GENERAL PLAN</b>		
<b>Conservation Element (cont.)</b>		
<p><b>Climate Change and Sustainable Development Goals (cont.)</b></p> <ul style="list-style-type: none"> <li>▪ achieve greater energy efficiency with currently available technology;</li> <li>▪ Minimizing energy use through innovative site design and building orientation that addresses factors such as sun-shade patterns, prevailing winds, landscape, and sun-screens;</li> <li>▪ Employing self generation of energy using renewable technologies;</li> <li>▪ Combining energy efficient measures that have longer payback periods with measures that have shorter payback periods;</li> <li>▪ Reducing levels of non-essential lighting, heating and cooling; and</li> <li>▪ Using energy efficient appliances and lighting.</li> </ul>		
<p><i>Policy CE-A.7:</i> Construct and operate buildings using materials, methods, and mechanical and electrical systems that ensure a healthful indoor air quality. Avoid contamination by carcinogens, volatile organic compounds, fungi, molds, bacteria, and other known toxins.</p> <p>a. Eliminate the use of chlorofluorocarbon-based refrigerants in newly constructed facilities and major building renovations and retrofits for all heating, ventilation, air conditioning, and refrigerant-based building systems.</p> <p>b. Reduce the quantity of indoor air contaminants that are odorous or potentially irritating to protect installers and occupants' health and comfort. Where feasible, select low-</p>	<p>Materials used for the project would be screened against carcinogen and toxin data bases. The proposed project would also improve indoor air quality by scheduling construction activities so that absorptive materials are installed later in sequence than VOC-producing finishes.</p>	Yes



<b>Table 5.1-1 (cont.)</b>		
<b>CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION</b>		
<b>APPLICABLE ELEMENTS, GOALS, AND POLICIES</b>	<b>CONSISTENCY EVALUATION</b>	<b>CONSISTENT (YES/NO)</b>
<b>CITY OF SAN DIEGO GENERAL PLAN</b>		
<b>Conservation Element (cont.)</b>		
<b>Climate Change and Sustainable Development Goals (cont.)</b> emitting adhesives, paints, coatings, carpet systems, composite wood, agri-fiber products, and others.		
<p><i>Policy CE-A.8:</i> Reduce construction and demolition waste in accordance with Public Facilities Element, Policy PF-I.2, or by renovating or adding on to existing buildings, rather than constructing new buildings.</p> <p><i>Policy CE-A.9:</i> Reuse building materials, use materials that have recycled content, or use materials that are derived from sustainable or rapidly renewable sources to the extent possible, through factors including:</p> <ul style="list-style-type: none"> <li>▪ Scheduling time for deconstruction and recycling activities to take place during project demolition and construction phases;</li> <li>▪ Using life cycle costing in decision-making for materials and construction techniques. Life cycle costing analyzes the costs and benefits over the life of a particular product, technology, or system; Removing code obstacles to using recycled materials in buildings and for construction; and</li> <li>▪ Implementing effective economic incentives to recycle, Policy construction and demolition debris (see also Public Facilities Element PF-I.2).</li> </ul> <p><i>Policy CE-A.10:</i> Include features in buildings to facilitate recycling of waste generated by building occupants and associated refuse storage areas:</p>	<p>As specified in Section 5.8, <i>Public Utilities</i>, the project would implement a WMP which would effectively reduce construction and demolition waste in accordance with the City’s Construction and Demolition Recycling Ordinance. With implementation of the waste reduction measures identified in the WMP and summarized in Section 5.8, the project would be consistent with Policy CE-A.8. Specifically, these measures include efforts to divert a minimum of 90 percent of all construction, demolition and land-clearing waste (by weight) from landfills through a combination of salvage, reuse and recycling. There are currently no buildings on the project site, so no solid waste generation related to building renovation or demolition would occur.</p> <p>The project would use materials that have recycled content, or are derived from sustainable or rapidly renewable sources to the extent possible in accordance with policy CE-A-9. As described in the project WMP, this may include materials such as asphalt, concrete, metals, window glass, and wood.</p> <p>In compliance with the City’s Recycling Ordinance, the project would provide dedicated areas for the collection of refuse and recyclable materials and would ensure a collection service be provided for project operation. Therefore, the project would comply with Policy CE-A.10.</p>	Yes

<b>Table 5.1-1 (cont.)</b>		
<b>CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION</b>		
<b>APPLICABLE ELEMENTS, GOALS, AND POLICIES</b>	<b>CONSISTENCY EVALUATION</b>	<b>CONSISTENT (YES/NO)</b>
<b>CITY OF SAN DIEGO GENERAL PLAN</b>		
<b>Conservation Element (cont.)</b>		
<p><b>Climate Change and Sustainable Development Goals (cont.)</b></p> <p>a. Provide permanent, adequate, and convenient space for individual building occupants to collect refuse and recyclable material.</p> <p>b. Provide a recyclables collection area that serves the entire building or project. The space should allow for the separation, collection and storage of paper, glass, plastic, metals, yard waste and other materials as needed.</p> <p><i>Policy CE-A.11: Implement sustainable landscape design and maintenance.</i></p> <p>a. Use integrated pest management techniques, where feasible, to delay, reduce, or eliminate dependence on the use of pesticides, herbicides, and synthetic fertilizers.</p> <p>b. Encourage composting efforts through education, incentives, and other activities.</p> <p>c. Decrease the amount of impervious surfaces in developments, especially where public places, plazas and amenities are proposed to serve as recreation opportunities (see also Recreation Element, Policy RE-A.6 and A.7).</p> <p>d. Strategically plant deciduous shade trees, evergreen trees, and drought tolerant native vegetation, as appropriate, to contribute to sustainable development goals.</p> <p>e. Reduce use of lawn types that require high levels of irrigation.</p> <p>f. Strive to incorporate existing mature trees and native vegetation into site designs.</p> <p>g. Minimize the use of landscape equipment powered by fossil fuels.</p>	<p>All landscape and irrigation would conform to the standards set forth in the City of San Diego LDC and landscape Standards Manual and other applicable City and regional standards. All plant material would be grouped according to similar water use and maintenance requirements, and conform to American Nursery &amp; Landscape Association (ANLA) standards. Impervious surfaces would be reduced by methods such as preserving existing vegetation, maximizing landscaped areas, and using unlined drainage facilities (e.g., vegetated swales). Landscaping for the proposed project would be placed throughout the CBF facility and parking areas. This landscaping would include large canopy trees to contribute to sustainable development goals. Landscaping would include water conservation measures through irrigation management (e.g., use of pressure/moisture sensors and shut-off valves). Additionally, drought-tolerant plant materials would be incorporated into the landscape plan.</p> <p>These measures would ensure compliance with Policy CE-A.11.</p>	<p>Yes</p>

<b>Table 5.1-1 (cont.)</b>		
<b>CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION</b>		
<b>APPLICABLE ELEMENTS, GOALS, AND POLICIES</b>	<b>CONSISTENCY EVALUATION</b>	<b>CONSISTENT (YES/NO)</b>
<b>CITY OF SAN DIEGO GENERAL PLAN</b>		
<b>Conservation Element (cont.)</b>		
<b>Climate Change and Sustainable Development Goals (cont.)</b>		
h. Implement water conservation measures in site/building design and landscaping. i. Encourage the use of high efficiency irrigation technology, and recycled site water to reduce the use of potable water for irrigation. Use recycled water to meet the needs of development projects to the maximum extent feasible (see Policy CE-A.12).		
<p><i>Policy CE-A.12:</i> Reduce the San Diego Urban Heat Island, through actions such as:</p> <ul style="list-style-type: none"> <li>▪ Using cool roofing materials, such as reflective, low heat retention tiles, membranes and coatings, or vegetated eco-roofs to reduce heat build-up;</li> <li>▪ Planting trees and other vegetation, to provide shade and cool air temperatures. In particular, properly position trees to shade buildings, air conditioning units, and parking lots; and</li> <li>▪ Reducing heat build-up in parking lots through increased shading or use of cool paving materials as feasible (see also Urban Design Element, Policy UD-A.12).</li> </ul>	The project includes project design features to minimize potential “Urban Heat Island Effects,” including use of light-colored, metallic cool roofs; light colored paving materials of concrete or masonry pavers; and provision of tree-lined, shaded streets and parking lots. Specimen palm trees may be used to define major building entrances or public plazas adjacent to drop-off and pick –up areas where tree clearances will be required. Architectural canopies, covered walkways and building overhangs will provide shade in these pedestrian use areas. Broad-headed evergreen shade trees will be provided in parking lots, along driveways, around the building and garage perimeters and in all pedestrian use areas where appropriate. Implementation of these project design features would be in conformance with Policy CE-A.12.	Yes
<p><b>Water Resources Management Goals</b>  <b>Goal:</b> A safe and adequate water supply that effectively meets the demand for the existing and future population through water efficiency and reclamation programs.</p> <p><i>Policy CE-D.5:</i> Integrate water and land use planning into local decision-making, including using water supply and land use studies in the development review process.</p>	The project plans to employ strategies to reduce its potable water demand through the following types of conservation efforts: use of ultra low-flow toilets; use of native and/or drought-tolerant landscaping, irrigation management (e.g., use of pressure/moisture sensors and shut-off valves), public/tenant water conservation education, and restrictions on practices such as wet washing of equipment and paved areas; and the use of	Yes

<b>Table 5.1-1 (cont.)</b>		
<b>CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION</b>		
<b>APPLICABLE ELEMENTS, GOALS, AND POLICIES</b>	<b>CONSISTENCY EVALUATION</b>	<b>CONSISTENT (YES/NO)</b>
<b>CITY OF SAN DIEGO GENERAL PLAN</b>		
<b>Conservation Element (cont.)</b>		
<b>Water Resources Management Goals (cont.)</b>	recycled water for purposes such as landscape irrigation and industrial applications to the maximum extent feasible. Implementation of these project design features would be in conformance with Policy CE-D.5.	
<p><b>Urban Runoff Management Goals</b></p> <p><b>Goal:</b> Protection and restoration of water bodies, including reservoirs, coastal waters, creeks, bays, and wetlands.</p> <p><b>Goal:</b> Preservation of natural attributes of both the floodplain and floodway without endangering life and property.</p> <p><i>Policy CE-E.2:</i> 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.</p> <p>a. Increase on-site infiltration, and preserve, restore or incorporate natural drainage systems into site design.</p> <p>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.</p> <p>c. Reduce the amount of impervious surfaces through selection of materials, site planning, and street design where possible.</p> <p>d. Increase the use of vegetation in drainage design.</p> <p>e. Maintain landscape design standards that minimize the use of pesticides and herbicides.</p>	<p>As discussed in Section 7.5, the proposed project would comply with existing water quality requirements, including City and NPDES requirements. Implementation of these measures would be in conformance with Policies CE-E.2, CE-E.3, and CE-E.6, with specific conformance measures summarized below.</p> <p>CE-E.2a – The project site does not include any existing natural drainage systems, with no related on-site preservation or restoration proposed. A number of measures are included in the project design, however, to increase on-site infiltration and incorporate natural drainage systems into site design, to the maximum extent feasible. Specifically, these include: (1) directing runoff from pavement and building roofs into vegetated areas (2) using unlined drainage facilities (e.g., vegetated swales); (3) preserving existing vegetation; (4) maximizing landscaped areas and the use of drought-tolerant vegetation; and (5) directing project runoff from the existing detention basin and adjacent downstream grass-lined channel into a natural drainage course (with appropriate energy dissipation and erosion control features).</p> <p>CE-E.2b – The project would not drain into any MHPA areas, with the proposed drainage system to incorporate a detention basin and other unlined facilities as noted in CE-E2a, along</p>	Yes

<b>Table 5.1-1 (cont.)</b>		
<b>CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION</b>		
<b>APPLICABLE ELEMENTS, GOALS, AND POLICIES</b>	<b>CONSISTENCY EVALUATION</b>	<b>CONSISTENT (YES/NO)</b>
<b>CITY OF SAN DIEGO GENERAL PLAN</b>		
<b>Conservation Element (cont.)</b>		
<p><b>Urban Runoff Management Goals (cont.)</b></p> <p>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</p> <p>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.</p> <p>h. Enforce maintenance requirements in development permit conditions.</p> <p><i>Policy CE-E.3:</i> Require contractors to comply with accepted storm water pollution prevention planning practices for all projects.</p> <p>a. Minimize the amount of graded land surface exposed to erosion and enforce erosion control ordinances.</p> <p>b. Continue routine inspection practices to check for proper erosion control methods and housekeeping practices during construction.</p> <p><i>Policy CE-E.6:</i> 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.</p> <p>a. Promote the provision of used oil recycling and/or hazardous waste recycling facilities and drop-off locations.</p> <p>b. Review plans for new development and redevelopment for connections to the storm drain system..</p>	<p>with storm water filters.</p> <p>CE-E.2c – The project design includes a number of measures to minimize impervious surfaces, including the features noted in CE-E.2a, as well as the use of a multi-story parking structure.</p> <p>CE-E.2d – As noted in CE-E.2a, the project storm drain system would incorporate measures such as directing flows from roofs and pavement into landscaped areas, and using unlined drainage facilities such as vegetated swales.</p> <p>CE-E.2e – The project design includes the use of integrated pest management (IPM) techniques such as pest-resistant plant varieties and non-chemical pest control (e.g., biological or physical pest control measures).</p> <p>CE-E.2f – The project design includes measures to preserve existing landscaped slopes wherever feasible, and to protect proposed slopes through efforts such as use of drought-tolerant vegetation.</p> <p>CE-E.2g – The proposed project would not adversely affect natural topographic features or water bodies, with proposed downstream discharge into a natural drainage course to include appropriate flow regulation water quality treatment, and energy dissipation/erosion control.</p> <p>CE-E.2g – The short-term (construction) and long-term maintenance procedures identified in the project Water</p>	<p>Yes</p>

<b>Table 5.1-1 (cont.)</b>		
<b>CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION</b>		
<b>APPLICABLE ELEMENTS, GOALS, AND POLICIES</b>	<b>CONSISTENCY EVALUATION</b>	<b>CONSISTENT (YES/NO)</b>
<b>CITY OF SAN DIEGO GENERAL PLAN</b>		
<b>Conservation Element (cont.)</b>		
<p><b>Urban Runoff Management Goals (cont.)</b>                      c. Follow up on complaints of illegal discharges and accidental spills to storm drains, waterways, and canyons.</p>	<p>Quality Technical Report (WQTR) would be included in appropriate development permit and plan conditions, and would be implemented by appropriate parties including the construction contractors and property owners/tenants.</p> <p>CE-E.3a – The project WQTR identifies erosion and sediment control measures including: (1) limiting cleared/graded areas to amounts that can be adequately protected; and (2) use of pertinent best management practices to prevent erosion (e.g., temporary vegetation) and control sediment (e.g., perimeter protection and sediment tracking control for vehicles/equipment).</p> <p>CE-E.3b – Regular inspections would be conducted during project construction by the contractors and regulatory personnel as part of, and in conformance with, applicable regulatory requirements (including City Storm Water Standards). These inspections would specifically include efforts to ensure proper erosion control methods and housekeeping practices.</p> <p>CE-E.6a – The project would not encompass uses that generate used oil (e.g., automobile service facilities), and would not include any used oil recycling and/or hazardous waste recycling facilities and drop-off locations. Project design and operation, however, would include measures to encourage the proper disposal of all pollutants at the source and avoid discharge into the storm drain system. Specifically, these would include: (1) installation of “no dumping” inlet stencils and/or tiles; (2) provision of properly designed and maintained trash facilities and recycling bins; and (3) distribution/installation of appropriate</p>	<p>Yes</p>

<b>Table 5.1-1 (cont.)</b>		
<b>CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION</b>		
<b>APPLICABLE ELEMENTS, GOALS, AND POLICIES</b>	<b>CONSISTENCY EVALUATION</b>	<b>CONSISTENT (YES/NO)</b>
<b>CITY OF SAN DIEGO GENERAL PLAN</b>		
<b>Conservation Element (cont.)</b>		
<b>Urban Runoff Management Goals (cont.)</b>	educational materials and signs targeting site tenants and visitors.  CE-E.6b – Project development plans would be reviewed by appropriate City to ensure appropriate storm drain system design, including proposed storm drain connections.  CE-E.6c – Educational materials and/or signs distributed or installed at the project site would include appropriate City (or other) contact information to facilitate follow up on illegal discharges and accidental spills.	Yes
<b>Air Quality Goals</b> <b>Goal:</b> Regional air quality which meet state and federal standards. <b>Goal:</b> Reduction in greenhouse gas emissions effecting climate change.  <i>Policy CE-F.4:</i> Preserve and plant trees, and vegetation that are consistent with habitat and water conservation policies and that absorb carbon dioxide and pollutants.  <i>Policy CE-F.6:</i> Encourage and provide incentives for the use of alternatives to single-occupancy vehicle use, including using public transit, carpooling, vanpooling, teleworking, bicycling, and walking.	The project would preserve many of the existing street trees along Otay Pacific Place, Otay Pacific Drive, Las Californias Drive, and Siempre Viva Road and provide additional landscaping according to the plant point system of the Landscape Regulations of the LDC. The planting would be interspersed with the developed areas and would provide visual interest while providing carbon dioxide and pollutant absorbing services.  The project would provide an alternative method to cross the US - Mexico International border. The project would provide a pedestrian walkway over the border, which would provide a viable alternative to the using automobiles and crossing at the existing border crossing. Connections to public transit would be available on site, including drop-off zones for buses and taxis.	Yes

<b>Table 5.1-1 (cont.)</b>		
<b>CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION</b>		
<b>APPLICABLE ELEMENTS, GOALS, AND POLICIES</b>	<b>CONSISTENCY EVALUATION</b>	<b>CONSISTENT (YES/NO)</b>
<b>CITY OF SAN DIEGO GENERAL PLAN</b>		
<b>Conservation Element (cont.)</b>		
<p><b>Sustainable Energy Goals</b>  <b>Goal:</b> An increase in local energy independence through conservation, efficient community design, reduced consumption, and efficient production and development of energy supplies that are diverse, efficient, environmentally-sound, sustainable, and reliable.</p> <p><i>Policy CE-I.4:</i> Maintain and promote water conservation and waste diversion programs to conserve energy.</p> <p><i>Policy CE-I.7:</i> Pursue investments in energy efficiency and direct sustained efforts towards eliminating inefficient energy use.</p> <p><i>Policy CE-I.10:</i> Use renewable energy sources to generate energy to the extent feasible.</p>	<p>The project would adhere to International Building Code (IBC) requirements for water-conserving plumbing. All landscape and irrigation would conform to the Landscape Regulations and Landscape Standards of the LDC and other applicable City and regional standards. All plant material would be grouped according to similar water use and maintenance requirements, and conform to American Nursery and Landscape Association standards. Drought-tolerant plant materials would be incorporated into the landscape plan. Irrigation systems for all landscaped areas would utilize controllers that respond to local climactic conditions and monitor potential breakages to prevent wasted water. Therefore, the proposed project would be consistent with Policy CE-1.4.</p> <p>The project would integrate various sustainable building techniques which would decrease energy use. Such measures include (but are not limited to) the following: the use of building insulation to conserve energy (compliant with 2008 Title 24 standards), glazing located on the east and north building elevations, installation of trees on the west and south side of buildings to shade structures, use of energy star appliances and light fixtures, implementation of a recycling program for solid waste, installation of water efficient landscaping and weather based irrigation controllers, bike racks, bus and taxi drop-off opportunities, elimination of the use of chlorofluorocarbon-based refrigerants, use of materials that have recycled content, use of cool roofing materials, energy efficient heating and cooling systems, thermal-efficient glazing/fenestration systems. These project design features would be in conformance with Policies CE-I.7 and CE-I.8.</p>	<p>Yes</p>



<b>Table 5.1-1 (cont.)</b>		
<b>CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION</b>		
<b>APPLICABLE ELEMENTS, GOALS, AND POLICIES</b>	<b>CONSISTENCY EVALUATION</b>	<b>CONSISTENT (YES/NO)</b>
<b>CITY OF SAN DIEGO GENERAL PLAN</b>		
<b>Conservation Element (cont.)</b>		
<p><b>Urban Forestry Goals</b>  <b>Goal:</b> Protection and expansion of a sustainable urban forest.</p> <p><i>Policy CE-J.4:</i> Continue to require the planting of trees through the development permit process.</p> <p>a. Consider tree planting as mitigation for air pollution emissions, storm water runoff, and other environmental impacts as appropriate.</p>	<p>The project includes landscaping that would expand “urban forest” goals through the provision of various tree types that would be maintained through maturity. The project would relocate existing trees along Las Californias Drive and Otay Pacific Place, which would remain in place until future uses are developed. The project would also add additional trees and landscaping to the site. Trees preserved and planted on site would provide interconnected linkages throughout the site and to the landscaped right-of-way which would enhance the project site and absorb some emissions generated on site and in the vicinity. The project would therefore be consistent with Policy CE-J.4.</p>	Yes
<b>Noise Element</b>		
<p><b>Goal:</b> Consider existing and future noise levels when making land use planning decisions to minimize people’s exposure to excessive noise.</p> <p><i>Policy NE-A.1:</i> Separate excessive noise-generating uses from residential and other noise-sensitive land uses with a sufficient spatial buffer of less sensitive uses.</p> <p><i>Policy NE-A.2:</i> 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.</p>	<p>The Acoustical Analysis Report prepared for the proposed project (HELIX 2011) determined that stationary equipment associated with the proposed development would have potentially adverse impacts at the property line. Specific equipment has not been selected, nor is planning data available for the equipment locations; as such, noise impacts on sensitive receptors resulting from operational features of the project (e.g., HVAC and refrigeration units, back-up diesel-powered electricity generator(s), and gas station with automatic carwash) are potentially significant. Potential impacts to residential and hotel uses would be minimized to below a level of significance through site design and mitigation measures as outlined in Section 5.3, <i>Noise</i>.</p>	Yes

<b>Table 5.1-1 (cont.)</b>		
<b>CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION</b>		
<b>APPLICABLE ELEMENTS, GOALS, AND POLICIES</b>	<b>CONSISTENCY EVALUATION</b>	<b>CONSISTENT (YES/NO)</b>
<b>CITY OF SAN DIEGO GENERAL PLAN</b>		
<b>Noise Element (cont.)</b>		
<p><i>Policy NE-A.4:</i> 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 project design to meet the noise guidelines.</p>	<p>An acoustical analysis report has been prepared for the proposed project to assess potential noise – land use compatibility impacts resulting from the project (HELIX 2011). The acoustical analysis report provides mitigation measures to ensure compliance with the Land Use – Noise Compatibility Guidelines.</p>	Yes
<p><b>Goal:</b> Minimal excessive motor vehicle traffic noise on residential and other noise-sensitive land uses.</p> <p><i>Policy NE-B.2:</i> Consider traffic calming design, traffic control measures, and low-noise pavement surfaces that minimize motor vehicle traffic noise (see also Mobility Element, Policy ME–C.5 regarding traffic calming).</p> <p><i>Policy NE-B.3:</i> 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.</p> <p><i>Policy NE-B.4:</i> Require new development to provide facilities which support the use of alternative transportation modes such as walking, bicycling, carpooling and, where applicable, transit to reduce peak-hour traffic.</p>	<p>Project traffic noise would potentially expose proposed on-site uses to interior noise levels above the noise significance thresholds, resulting in a potentially significant traffic noise impact. Mitigation is identified in Section 5.3, which would reduce this impact such that traffic noise would not be excessive to on-site occupants. Traffic noise impacts to off-site uses resulting from the proposed project would be less than significant.</p> <p>Where appropriate and feasible, the project would utilize site design and/or traffic control measures to minimize noise impacts. Mitigation for potentially significant noise impacts resulting from the project is identified in Section 5.3.</p> <p>In compliance with Policy NE-B.4, the project would provide pedestrian and bicycle facilities which would encourage the use of alternative modes of transportation.</p>	Yes

<b>Table 5.1-1 (cont.)</b>		
<b>CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION</b>		
<b>APPLICABLE ELEMENTS, GOALS, AND POLICIES</b>	<b>CONSISTENCY EVALUATION</b>	<b>CONSISTENT (YES/NO)</b>
<b>CITY OF SAN DIEGO GENERAL PLAN</b>		
<b>Noise Element (cont.)</b>		
<p><b>Aircraft Noise</b>  <b>Goal:</b> Minimal excessive aircraft-related noise on residential and other noise-sensitive land uses.</p> <p><i>Policy NE-D.1:</i> Encourage noise-compatible land use within airport influence areas in accordance with federal and state noise standards and guidelines.</p>	<p>The project site is not within any noise contours of 60 dB CNEL or greater associated with Brown Municipal Field. None of the proposed uses are noise-sensitive. Project is consistent with the noise levels experienced within the airport influence area consistent with Policy NE-D.1.</p>	Yes
<p><b>Typical Noise Attenuation Methods</b>  <b>Goal:</b> Attenuate the effect of noise on future residential and other noise-sensitive land uses by applying feasible noise mitigation measures.</p> <p><i>Policy NE-I.1:</i> Require noise attenuation measures to reduce the noise to an acceptable noise level for proposed developments to ensure an acceptable interior noise level, as appropriate, in accordance with California’s noise insulation standards (CCR Title 24) and Airport Land Use Compatibility Plans.</p> <p><i>Policy NE-I.3:</i> Consider noise attenuation measures and techniques addressed by the Noise Element, as well as other feasible attenuation measures not addressed as potential mitigation measures, to reduce the effect of noise on future residential and other noise-sensitive land uses to an acceptable noise level.</p>	<p>Section 5.3 identifies mitigation measures that, once implemented, would minimize exposure of noise-sensitive land uses such as residences and hotels, to excessive commercial and industrial related noise. Specific attenuation measures would be identified during the building permit and design process. The project would also be required to comply with Title 24 noise requirements, which would also ensure interior noise levels would not exceed allowable thresholds.</p>	Yes

<b>Table 5.1-1 (cont.)</b>		
<b>CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION</b>		
<b>APPLICABLE ELEMENTS, GOALS, AND POLICIES</b>	<b>CONSISTENCY EVALUATION</b>	<b>CONSISTENT (YES/NO)</b>
<b>OTAY MESA COMMUNITY PLAN</b>		
<b>Goals</b>		
To coordinate efforts of the City, County, State Federal governments and Mexico in providing for the orderly development of Otay Mesa.	The proposed project would receive the necessary approvals from the City, appropriate state, and/or federal entities, and the Mexico government (for the CBF portion of the project).	Yes
To facilitate the opening of the second international border crossing.	Due to the approval date of the OMCP, this goal is outdated, as a second US - Mexico International border crossing has been opened at Otay Mesa. However, the proposed project would provide another means for crossing the US - Mexico International border, further relieving congestion at the existing POEs.	Yes
To assure standard public facilities and services commensurate with development of the planning area.	As discussed in Section 7.7, <i>Public Services and Facilities</i> , the proposed project would receive adequate levels of public services.	Yes
To foster a “Good Neighbor” policy with Mexico and promote commercial and industrial inter-cooperation.	The proposed project would provide an additional border crossing and would provide direct access to the TIJ Airport, providing easier access for travelers utilizing the TIJ Airport and represent an opportunity for inter-cooperation with Mexico.	Yes
To establish a reference for the future use of customs and immigration authorities and to facilitate international commerce.	The proposed project would facilitate international commerce by providing an additional border crossing and by providing direct access to the TIJ Airport. Customs and immigration authorities would be stationed at the CBF to ensure proper processing of incoming and outgoing passengers.	Yes
<b>General Industrial Objectives</b>		
To alleviate high unemployment in the border area through the development of large industrial parks (seeking labor intensive industrial uses).	While the proposed project is not an industrial park, it will include the CBF and up to 706,000 SF of industrial uses, or possibly commercial and hotel uses. All of these uses would be job-generating uses and would serve to help alleviate high unemployment in the border area.	Yes

<b>Table 5.1-1 (cont.)</b>		
<b>CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION</b>		
<b>APPLICABLE ELEMENTS, GOALS, AND POLICIES</b>	<b>CONSISTENCY EVALUATION</b>	<b>CONSISTENT (YES/NO)</b>
<b>OTAY MESA COMMUNITY PLAN</b>		
<b>Industrial Design Objectives</b>		
Require aesthetically pleasing design and landscaping for all development proposals.	The proposed project includes the installation of landscaping, which would consist of a variety of different trees types, shrubs, and ground cover. Large, canopy, and street trees would provide screening for the CBF parking garage and facility, while palms trees are proposed for decorative purposes throughout the site. Exterior materials for the CBF facility would primarily consist of concrete and glass, while the CBF parking garage would consist primarily of precast concrete. The industrial buildings would, at a minimum, comply with the design requirements of the IH-2-1 zone, which is more stringent than the standards of the OMDD. Commercial uses proposed for the site would be developed consistent with the standards of the CV-1-1 zone. The design and landscaping associated with the proposed project is subject to review and approval by the City.	Yes
Minimize traffic conflicts and congestion in industrial areas.	A Traffic Impact Analysis prepared by LSA Associates, Inc. (LSA 2011) analyzed site-specific traffic conditions and evaluated potential transportation impacts and mitigation measures (see Section 5.2, <i>Transportation/Circulation</i> ). The proposed project would have direct and cumulative impacts within the industrial areas of Otay Mesa. Certain impacts would be mitigated, while others would be infeasible to mitigate, resulting in unavoidable direct and cumulative impacts. <u>Implementation of the project traffic mitigation outlined in Section 5.2 would minimize congestion in the Otay Mesa area, to the extent feasible; however, traffic impacts would not be mitigated to below a level of significance. No traffic safety conflicts would arise as all traffic improvements would be implemented in accordance with the City's Street Design Manual.</u>	<p><u>Yes *</u></p> <p><u>*If certain transportation mitigation measures are deemed infeasible and are not provided, the project's potential to minimize traffic congestion would be less.</u></p>

<b>Table 5.1-1 (cont.)</b>		
<b>CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION</b>		
<b>APPLICABLE ELEMENTS, GOALS, AND POLICIES</b>	<b>CONSISTENCY EVALUATION</b>	<b>CONSISTENT (YES/NO)</b>
<b>OTAY MESA COMMUNITY PLAN</b>		
<b>Community Environmental and Design Element Objectives</b>		
To insure a healthful, safe environmental that balances development with preservation of environmental elements and natural resources and assures high design standards for each development zone which will be achieved through the following: -Preservation of unique natural environments in accordance with relevant EIR mitigation measures. -Employment of aesthetic and appropriate functional signs, fences, street lighting and street furniture which reinforce defensible spaces. -Landscaping choices employing indigenous species and low water demand flora to reduce the irrigation demands of the community while minimizing water run-off and erosion.	The proposed project would implement project design features outlined in this EIR. Additionally, signage, fencing, and streetlighting would be subject to City standards and would be required to be in conformance with the City’s LDC. The proposed project includes sustainable landscaping practices and techniques promoting water conservation and would minimize erosion.	Yes
To maintain an adequate standard of fire protection and provide for future needs.	As discussed in Section 7.7, <i>Public Services and Facilities</i> , the proposed project would have adequate fire protection.	Yes
To increase the level of polices services as warranted by future development of the community.	As discussed in Section 7.7, <i>Public Services and Facilities</i> , the proposed project would have adequate police services.	Yes
To support utilization of crime prevention techniques such as neighborhood alert units and crime-free design techniques with emphasis upon site plans which provide defensible space.	The project design includes a variety of uses which would encourage activity in various locations throughout the development and throughout the day. Design features including materials, lighting, and structures would be utilized to define and differentiate public, semi-public/private, and private spaces. The presence of users during various times of the day would contribute “eyes on the street” to discourage crime. Refer to prior discussion about CPTED and design elements.	Yes
To provide adequate water and sewer services.	As discussed in Section 5.8, adequate water and sewer services are available for the construction of the proposed project. The project would utilize existing on-site infrastructure, and with some minor modifications, would connect to existing off-site infrastructure.	Yes

<b>Table 5.1-1 (cont.)</b>		
<b>CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION</b>		
<b>APPLICABLE ELEMENTS, GOALS, AND POLICIES</b>	<b>CONSISTENCY EVALUATION</b>	<b>CONSISTENT (YES/NO)</b>
<b>OTAY MESA COMMUNITY PLAN</b>		
<b>Transportation Objectives</b>		
Dependence on the private automobile as the dominant mode of transportation should be reduced by developing an integrated system of pedestrian, bicycle, local transit and automobile facilities. The first step in the implementation of a balanced transportation system is to coordinate land use and transportation planning to provide adequate rights-of-way followed by public and private commitments to finance such systems.	The project would provide an alternative method to cross the US - Mexico International border by providing pedestrian access over the border. This would provide a viable alternative to the using automobiles and crossing at the existing border crossing.	Yes

## 5.2 TRANSPORTATION/CIRCULATION

This section evaluates potential traffic impacts associated with the proposed project in the existing, near-term and long-term conditions. The following discussion is based on the Traffic Impact Study prepared by LSA Associates, Inc. (LSA) dated June 2011 with revised Appendix N dated August 2011. The study is included in its entirety in Appendix J.

The Traffic Impact Study also contains one additional analysis that is provided for informational purposes only and is not summarized in this section. The analysis addresses the Buildout Community Plan without La Media Road condition, wherein the northern extension of La Media Road into the City of Chula Vista is not constructed. While the City of Chula Vista has proposed the removal of the La Media Road extension, the Adopted Circulation Plan for the Otoy Mesa Community Plan (Resolution #292480 Adopted by City Council November 23, 1999) shows La Media Road extending northerly into Chula Vista; therefore the extension is included in the analysis herein. This Buildout Community Plan without La Media Road analysis is contained in Appendix O to the Traffic Impact Study.

### 5.2.1 Existing Conditions

Street system operating conditions are typically described in terms of level of service (LOS). LOS is a qualitative measure of a roadway's operating performance and of the motorists' perception of roadway performance, expressed as a letter designation from A to F, with A representing the best operating conditions and F the worst. This measure considers factors such as roadway geometrics, signal phasing, speed, travel delay, and freedom to maneuver. Unlike most street system analysis, the freeway ramp metering analysis is based on vehicle delay and queues, not LOS.

#### **Intersection Level of Service Methodology**

Intersection LOS is measured in terms of seconds of delay experienced by motorists during the morning and afternoon peak periods. The morning peak period is typically between 7:00 AM and 9:00 AM, and the afternoon peak period is typically between 4:00 PM and 6:00 PM.

The *Traffix Version 8.0 RI* computer software was used to determine the LOS at City intersections based on the California Department of Transportation (Caltrans) *Highway Capacity Manual* (HCM; Transportation Research Board 2000) methodology. The HCM methodology was used to determine the LOS for the study area intersections consistent with City requirements. The signalized HCM methodology describes LOS in terms of control delay of the major and minor streets (in seconds per vehicle). For the unsignalized HCM methodology, overall LOS at unsignalized intersections is based on the weighted average of delay experienced by vehicles at the critical movement.

The resulting delay is expressed in terms of LOS, where LOS A represents free-flow activity and LOS F represents overcapacity operation. LOS is a qualitative assessment of the quantitative effects of such factors as traffic volume, roadway geometrics, speed, delay, and maneuverability



on roadway and intersection operations. The relationship between LOS and delay is presented in Table 5.2-1, *LOS Criteria for Intersections*.

<b>Table 5.2-1 LOS CRITERIA FOR INTERSECTIONS</b>		
<b>LOS</b>	<b>Delay per Vehicle (seconds)</b>	
	<b>Unsignalized Intersection</b>	<b>Signalized Intersection</b>
A	≤10.0	≤10.0
B	>10.0 and ≤15.0	>10.0 and ≤20.0
C	>15.0 and ≤25.0	>20.0 and ≤35.0
D	>25.0 and ≤35.0	>35.0 and ≤55.0
E	>35.0 and ≤50.0	>55.0 and ≤80.0
F	>50.0	>80.0

≤ = less than or equal to  
 > = greater than

### **Caltrans Intersection Methodology**

Caltrans requires state owned intersections to be analyzed using Intersecting Lane Volume (ILV) methodology as described in the Caltrans *Highway Design Manual* (HDM) Chapter 400, Topic 406. ILV estimates the capacity of any signalized intersection where the phasing is relatively simple. For purposes of this methodology, the maximum intersecting capacity at an intersection is 1,500 vehicles per hour (vph), which is expressed as intersection lane vehicles per hour (ILV/hr). Neither the City nor Caltrans use ILV methodology for determining significance of impacts under CEQA.

### **Roadway Segment LOS Methodology**

Street segments were analyzed based upon the comparison of average daily traffic (ADT) volumes to the roadway design capacity. The significant of a project's traffic is measured in terms of the change in volume to capacity (V/C) ratios caused by the addition of project traffic.

Daily roadway link V/C were determined using the theoretical daily capacities contained in the City's *Traffic Impact Study Manual*.

For purposes of this analysis, the daily volumes for roadways at LOS E were considered to represent the capacity of the roadway. Per the City's *Traffic Impact Study Manual*, LOS D represents the upper limit of satisfactory operations for roadway segments.

### **Freeway Mainline Analysis Methodology**

The freeway mainline segments were analyzed based on a multi-lane highway LOS criteria using V/C ratios as outlined in the HCM. The accepted methodology by Caltrans for the analysis of freeway mainline segments is outlined in the Caltrans *Guide for the Preparation of Traffic Impact*

*Studies* (2002). The freeway mainline analysis consists of applying the Design Hour Factor (K) and the Directional Factor (D) to the daily trip along the freeway mainline. The K and D factors will provide AM and PM peak period volumes for each direction of the freeway. The peak period volumes are then compared to the capacity of the freeway segment. Caltrans endeavors to maintain a target LOS at the transition between LOS C and D on state highway facilities. Per the City's *Traffic Impact Study Manual*, LOS D is the upper limit of satisfactory operation for freeway mainline segments.

### **Freeway Ramp Metering Analysis**

Metered freeway on-ramps with 20 or more peak period project trips were analyzed based on the methodology outlined in the City's *Traffic Impact Study Manual* for ramp metering. The ramp metering analysis consists of determining the delay with and without project trips. LOS is not assigned to this analysis. This analysis determines the average vehicle delay and vehicle queue at the ramp meter of the freeway on-ramp. Based on the City's *Traffic Impact Study Manual*, ramp meter delays greater than 15 minutes are not acceptable. In the absence of observed metered rate information, the City uses the most restrictive fixed ramp meter rate to determine the length of queues. The ramp metering analysis has been prepared using a fixed ramp meter rate of 460 vehicles per hour per lane (vphpl) per discussions with Caltrans staff.

Per the City's *Traffic Impact Study Manual*, ramp meter delays of 15 minutes are the upper limit of satisfactory operations. Ramp meter delays above 15 minutes are considered excessive and would likely cause drivers to considering taking an alternative route or drive during an off-peak period. If the project causes a change in delay greater than one minute and downstream freeway at LOS F or two minutes and downstream freeway at LOS E, the impacts are deemed significant. It should be noted that the fixed rate approach is theoretical and can produce unrealistic projected queues and delays. Actual ramp metering is based on current freeway mainline conditions and is adjusted in real time based on the level of traffic on the mainline.

### **Traffic Study Area**

The traffic study area was determined based on model data input for the adopted Otay Mesa Community Plan (OMCP) and recent market data. As a result of this collaborative process, 28 intersections, 36 roadway segments, and 16 freeway segments were selected for inclusion in the traffic analysis. These analyzed facilities are identified in Tables 5.2-2, *Existing (2009) Intersection Conditions*, through 5.2-5, *Existing (2009) Freeway Conditions*, and their locations are shown on Figure 5.2-1, *Traffic Study Area*. It should be noted that three of the 36 roadway segments studied are situated on site and part of the project design.

## Existing Circulation System

Key freeways and roadways in the vicinity of the proposed project that are contained within the traffic study area are as follows:

### I-5

I-5 is located to the west of the project site. This eight-lane divided freeway is a north-south interstate highway that extends from Canada to Mexico (San Ysidro port-of-entry [POE] border crossing). Access to the project site from I-5 is provided via State Route 905 (SR-905).

### I-805

I-805 is located to the west of the project site. This eight-lane divided freeway is a north-south bypass of I-5 that extends through San Diego County from Del Mar to the U.S.-Mexico International border crossing at San Ysidro. Access to the project site from I-805 is provided via SR-905.

### SR-125

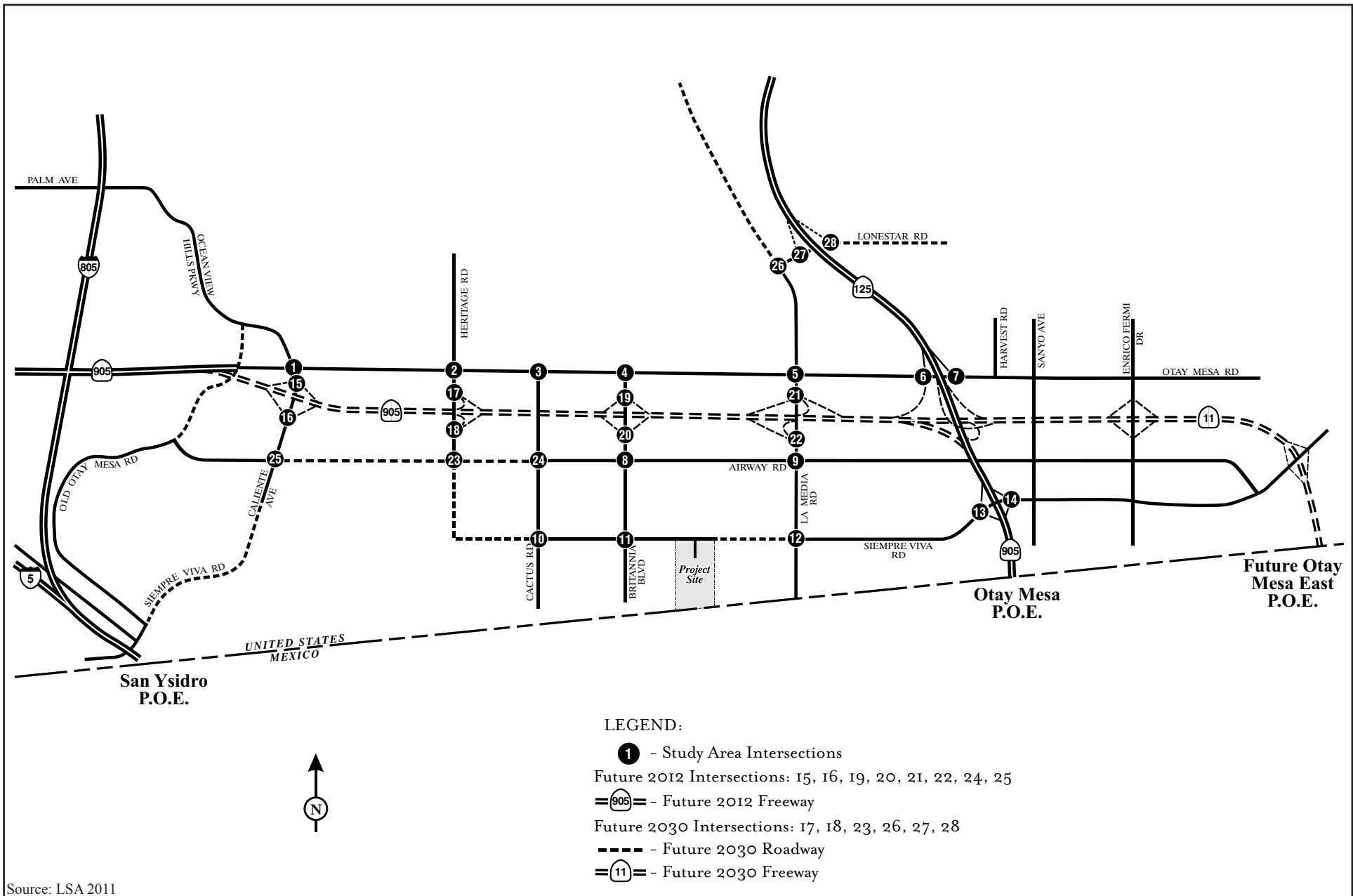
SR-125 is located to the northeast of the project site. This four-lane divided highway extends through San Diego County from State Route 52 (SR-52) to SR-905. SR-125 is a toll road between State Route 54 (SR-54) and SR-905. Access to the project site from SR-125 is provided via SR-905.

### Traversable SR-905/Otay Mesa Road

SR-905 is located to the north of the project site. This state route extends from I-5 to the U.S.-Mexico International border crossing at Otay Mesa. The SR-905 segment between I-5 and I-805 is a four-lane freeway, but the rest is a six-lane divided arterial known as Otay Mesa Road. The posted speed limit along Otay Mesa Road is 50 miles per hour (mph). Access to the project site from SR-905 is provided via Cactus Road, Britannia Boulevard, La Media Road, and Siempre Viva Road. It should be noted that the SR-905 freeway project is currently being constructed. The completion of SR-905 Phase 1B will provide the full freeway connection from I-5 and I-805 to the Otay Mesa POE. Once SR-905 Phase 1B is completed, Otay Mesa Road will revert to a City street.

### Caliente Avenue

Caliente Avenue is located to the northwest of the project site. This roadway is classified as a six-lane major arterial in the adopted ~~Otay Mesa Community Plan (OMCP)~~. Caliente Avenue is currently a two-lane undivided roadway between SR-905 and Airway Road. Caliente Avenue becomes Ocean View Hills Parkway and Palm Avenue north of SR-905. No sidewalks are provided along this roadway.



Source: LSA 2011

F:\ArcGIS\O\O1J-02 OtayBorderFacility\Map\ENV\HIR\Fig5\_2-1\_TrafficStudyArea.mxd -JP

## Traffic Study Area

OTAY-TIJUANA CROSS BORDER FACILITY DEVELOPMENT PROJECT

Figure 5.2-1



### Heritage Road

Heritage Road is located to the northwest of the project site. This roadway is classified as a six-lane major arterial in the adopted OMCP. Heritage Road is currently a two-lane undivided roadway that extends from Main Street/Wiley Road to Gateway Park Drive. The posted speed limit is 25 mph. A sidewalk is provided on the east side of this roadway. No bike lanes are provided.

### Cactus Road

Cactus Road is located west of the project site. This roadway is classified as a four-lane collector arterial in the adopted OMCP. Cactus Road is currently a two-lane undivided roadway that extends from SR-905 to Calle de Linea near the U.S./Mexico border. The posted speed limit is 35 mph. No sidewalks are provided on this roadway. Access to the project site is provided via Siempre Viva Road. No bike lanes are provided. Driveways for local tenants are provided along this roadway.

### Britannia Boulevard

Britannia Boulevard is located to the west of the project site. This roadway is classified as a four-lane major arterial in the adopted Otay Mesa Community Plan. Britannia Boulevard is currently a four-lane divided roadway, with the exception of one small portion just south of Airway Road where it is three lanes, that extends from SR-905 to Britannia Court near the U.S./Mexico border. The posted speed limit is 35 mph. Sidewalks are provided on both sides of this roadway. Class II bike lanes are provided.

### La Media Road

La Media Road is located to the east of the project site. This roadway is classified as a six-lane primary arterial in the adopted OMCP. La Media Road is currently a two-lane undivided roadway that extends south of SR-125 to the U.S.-Mexico International border. The posted speed limit is 35 mph. No sidewalks are provided along this roadway. Class II bike lanes are provided.

### Airway Road

Airway Road is located to the north of the project site. This roadway is classified as a four-lane major arterial in the adopted OMCP. Airway Road is currently a two-lane undivided roadway that extends from Cactus Road to east of Enrico Fermi Drive at Siempre Viva Road. The posted speed limit is 35 mph. A sidewalk is provided on the north side of this roadway. No bike lanes are provided.

### Siempre Viva Road

Siempre Viva Road is located along the northern boundary of the project site. This roadway is classified as a six-lane primary arterial in the adopted OMCP. Siempre Viva Road is currently a two-lane undivided roadway that extends from Cactus Road to just east of Britannia Boulevard, as a three-lane undivided road from the western project boundary to the eastern project boundary, a dirt road east of the project site to La Media Road, and as a two-lane undivided

roadway from La Media Road to east of Enrico Fermi Drive at Airway Road. The posted speed limit is 35 mph. No bike lanes are provided.

**Existing Intersection LOS Analysis**

Peak period turn volumes for the study area intersections were collected on April 21, 22, and 23, 2009. Figure 5.2-2, *Phase I ADT and Peak Hour Traffic Volumes*, presents the existing AM and PM peak period traffic volumes for the study area intersections.

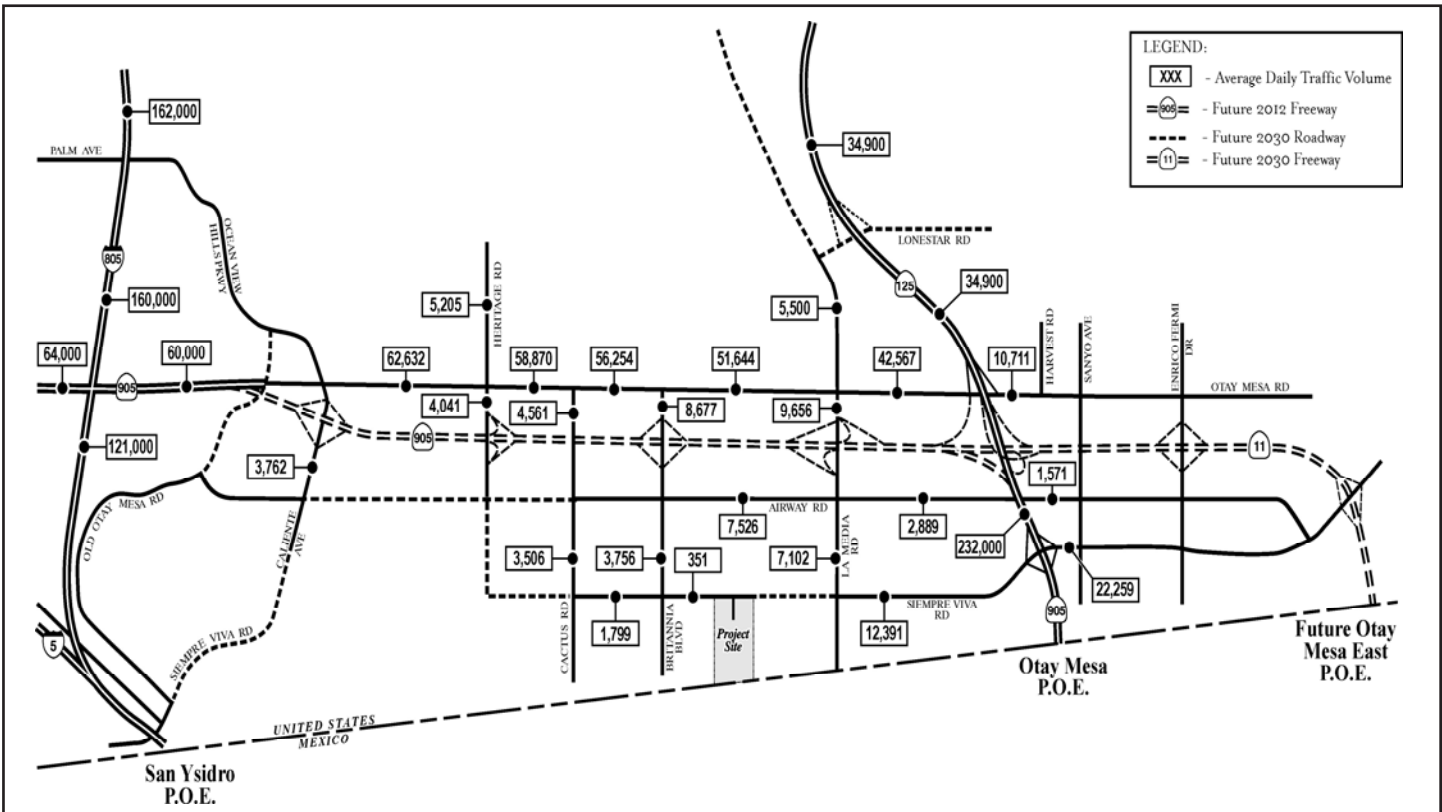
Table 5.2-2, *Existing (2009) Intersection Conditions*, summarizes the results of the existing AM and PM peak period LOS analysis for the study area intersections utilizing the HCM methodology. As this table indicates, all existing study area intersections currently operate at satisfactory LOS (LOS D or better).

Intersection		AM Peak Period		PM Peak Period	
		Delay (sec)	LOS	Delay (sec)	LOS
1	Caliente Avenue/Otay Mesa Road	21.9	C	15.0	B
2	Heritage Road/Otay Mesa Road	34.5	C	47.0	D
3	Cactus Road/Otay Mesa Road	14.9	B	19.3	B
4	Britannia Boulevard/Otay Mesa Road	6.0	A	15.0	B
5	La Media Road/Otay Mesa Road	15.3	B	23.6	C
6	SR-125 SB ramps/Otay Mesa Road	15.7	B	4.8	A
7	SR-125 NB ramps/Otay Mesa Road	13.2	B	6.7	A
8	Britannia Boulevard/Airway Road	22.8	C	26.3	C
9	La Media Road/Airway Road	10.7	B	12.8	B
10	Cactus Road/Siempre Viva Road	21.1	C	22.7	C
11	Britannia Boulevard/Siempre Viva Road	20.7	C	28.5	C
12	La Media Road/Siempre Viva Road	18.5	B	27.1	C
13	SR-905 SB ramps/Siempre Viva Road	17.3	B	17.9	B
14	SR-905 NB ramps/Siempre Viva Road	23.5	C	19.1	B
15	Caliente Avenue/SR-905 WB ramps*	-	-	-	-
16	Caliente Avenue/SR-905 EB ramps*	-	-	-	-
17	Heritage Road/SR-905 WB ramps*	-	-	-	-
18	Heritage Road/SR-905 EB ramps*	-	-	-	-
19	Britannia Boulevard/SR-905 WB ramps*	-	-	-	-
20	Britannia Boulevard/SR-905 EB ramps*	-	-	-	-
21	La Media Road/SR-905 WB ramps*	-	-	-	-
22	La Media Road/SR-905 EB ramps*	-	-	-	-
23	Heritage Road/Airway Road*	-	-	-	-
24	Cactus Road/Airway Road*	-	-	-	-
25	Caliente Avenue/Airway Road*	-	-	-	-
26	La Media Road/Lone Star Road*	-	-	-	-
27	SR-125 SB ramp/Lone Star Road*	-	-	-	-
28	SR-125 NB ramp/Lone Star Road*	-	-	-	-

Source: LSA 2011

\* Future intersection

EB = eastbound; NB = northbound; SB = southbound; sec = seconds; WB = westbound



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**Legend**

123 / 456 AM / PM Volume

Source: LSA 2011

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**Existing (2009) Conditions ADT and Peak Hour Traffic Volumes**  
**OTAY-TIJUANA CROSS BORDER FACILITY DEVELOPMENT PROJECT**

Figure 5.2-2





Table 5.2-3, *Existing (2009) Intersection Analysis (ILV Methodology)*, summarizes the results of the existing AM and PM peak period analysis for the signalized intersections at the SR-125 and SR-905 interchanges utilizing the ILV methodology. As this table indicates, the intersections would operate below the 1,500 vph ILV threshold.

Intersection		AM Peak Period		PM Peak Period	
		ILV/Hr	Capacity	ILV/Hr	Capacity
6	SR-125 SB ramps/Otay Mesa Road	716	Under	657	Under
7	SR-125 NB ramps/Otay Mesa Road	439	Under	669	Under
13	SR-905 SB ramps/Siempre Viva Road	533	Under	482	Under
14	SR-905 NB ramps/Siempre Viva Road	507	Under	524	Under

Source: LSA 2011

Note: Capacity shown as Under (less than 1,200 ILV/hr), Near (1,200 to 1,500 ILV/hr), or Over (greater than 1,500 ILV/hr)

ILV/Hr = intersection lane vehicles per hour; NB = northbound; SB = southbound

### Existing Roadway Segment LOS Analysis

Traffic volumes for the study area roadways were collected in April 2009. Figure 5.2-2 presents the existing daily traffic volumes for the study area roadway segments. Table 5.2-4, *Existing (2009) Roadway Conditions*, summarizes the daily traffic volumes and V/C ratios for all study area roadway segments in the existing condition. As shown this table, the following roadway segments currently operate at unacceptable LOS (LOS E or F):

- Otay Mesa Road between La Media Road and Britannia Boulevard
- Otay Mesa Road between Britannia Boulevard and Cactus Road
- Otay Mesa Road between Cactus Road and Heritage Road
- Otay Mesa Road between Heritage Road and Caliente Avenue

Roadway Segment	Classification	Capacity	Existing		
			Volume	V/C	LOS
<b>Siempre Viva Road</b>					
Paseo de las Americas to SR-905 NB	6-lane Major	50,000	22,259	0.445	B
SR-905 SB to La Media Road	6-lane Major	50,000	12,391	0.248	A
La Media Road to Las Californias Drive	<i>Future Roadway</i>	-	-	-	-
Otay Pacific Drive to Las Californias Drive	2-lane Collector*	8,000	0	0.000	A
Otay Pacific Drive to Britannia Boulevard	2-lane Collector*	8,000	3,151	0.394	B
Britannia Boulevard to Cactus Road	2-lane Collector*	8,000	1,799	0.225	A

<b>Table 5.2-4 (cont.) EXISTING (2009) ROADWAY CONDITIONS</b>					
Roadway Segment	Classification	Capacity	Existing		
			Volume	V/C	LOS
<b>Airway Road</b>					
Paseo de las Americas to SR-905	2-lane Collector*	8,000	1,571	0.196	A
SR-905 to La Media Road	2-lane Collector**	10,000	2,889	0.289	A
La Media Road to Britannia Boulevard	2-lane Collector**	10,000	7,526	0.753	D
Britannia Boulevard to Cactus Road	<i>Future Roadway</i>	-	-	-	-
Cactus Road to Heritage Road	<i>Future Roadway</i>	-	-	-	-
Heritage Road to Caliente Avenue	<i>Future Roadway</i>	-	-	-	-
Caliente Avenue to Old Otay Mesa Road	3-lane Collector (TWLTL)	20,000	0	0.000	-
<b>Otay Mesa Road</b>					
Harvest Road to SR-125 NB	5-lane Major	45,000	10,711	0.238	A
SR-125 SB to La Media Road	6-lane Major	50,000	42,567	0.851	D
La Media Road to Britannia Boulevard	7-lane Major	55,000	<b>51,644</b>	<b>0.939</b>	<b>E</b>
Britannia Boulevard to Cactus Road	6-lane Primary	60,000	<b>56,254</b>	<b>0.938</b>	<b>E</b>
Cactus Road to Heritage Road	6-lane Primary	60,000	<b>58,870</b>	<b>0.981</b>	<b>E</b>
Heritage Road to Caliente Avenue	6-lane Primary	60,000	<b>62,632</b>	<b>1.044</b>	<b>F</b>
<b>La Media Road</b>					
Lone Star Road to Otay Mesa Road	<i>Future Roadway</i>	-	-	-	-
Otay Mesa Road to Airway Road	3-lane Collector**	12,500	9,656	0.772	D
Airway Road to Siempre Viva Road	2-lane Collector (No TWLTL)	10,000	7,102	0.710	C
<b>Britannia Boulevard</b>					
Otay Mesa Road to Airway Road	4-lane Collector	30,000	8,677	0.289	A
Airway Road to Siempre Viva Road	4-lane Collector	30,000	3,756	0.125	A
<b>Cactus Road</b>					
Otay Mesa Road to Airway Road	2-lane Collector*	8,000	4,561	0.570	C
Airway Road to Siempre Viva Road	2-lane Collector*	8,000	3,506	0.438	C
<b>Heritage Road-Otay Valley Road</b>					
Avenida de las Vistas to Otay Mesa Road	2-lane Collector**	10,000	5,205	0.521	B
<b>Heritage Road</b>					
Otay Mesa Road to Airway Road	2-lane Collector**	10,000	4,041	0.404	B
<b>Ocean View Hills</b>					
Street A and Otay Mesa Road	6-lane Major	50,000	0	0.000	-
<b>Caliente Avenue</b>					
Otay Mesa Road to Airway Road	2-lane Collector**	10,000	3,762	0.376	A

Source: LSA 2011

Note: Bolded and shaded values represent roadway segments operating at unsatisfactory LOS (E or F).

\* Commercial-Industrial fronting

\*\* No fronting

NB = northbound; SB = southbound; TWLTL = two-way left-turn lane

### **Existing Freeway Mainline LOS Analysis**

Daily trips for the freeway mainline segments along I-5, I-805, and SR-905 were excerpted from the Caltrans website (www.dot.ca.gov). The ADT was converted to peak period volumes by applying the Caltrans K and D factors, which also were provided on the Caltrans website. A mainline lane capacity of 2,350 vphpl was used in the analysis. Capacities of 1,800 vphpl for auxiliary lanes, and 1,600 vphpl for HOV lanes also were used. Table 5.2-5, *Existing (2009) Freeway Conditions*, summarizes the results of the existing AM and PM peak period freeway mainline analysis. As this table indicates, the freeway mainline segments along the I-5, I-805, SR-905, and SR-125 currently operate at satisfactory LOS (LOS D or better) during the peak hours.

### **Existing Freeway Ramp Metering Analysis**

The SR-125 on-ramps at Otay Mesa Road and the SR-905 on-ramps at Siempre Viva Road are currently not metered. Therefore, a ramp metering analysis is not provided for existing conditions.

### **Existing Transit System**

Transit service is provided within the project study area by the San Diego Metropolitan Transit System (MTS). As of May 25, 2011, Route 905 provides service to/from the Iris Avenue Trolley Station (the 30<sup>th</sup> Street/Iris Avenue intersection) and the Otay Mesa border crossing (the Roll Drive/Via de la Amistad intersection). This bus line operates between 4:39 AM and 8:01 PM, Monday through Friday, and between 5:37 AM and 7:00 PM on Saturday, Sunday, and holidays (i.e., New Year's Day, President's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving, and Christmas). Bus service arrives at each stop approximately every hour. The San Diego Trolley Blue Line is within the general area of the project site, but does not reach into the Otay Mesa community. The Blue Line provides north-south service from San Ysidro to Old Town and runs by every seven minutes during peak weekday periods.

Class II bicycle lanes exist on Otay Mesa Road (SR-905) and Siempre Viva Road. A Class II bikeway consists of a 5- to 6-foot-wide lane that is striped on the outside of the roadway and identified with signs and pavement markings.

**Table 5.2-5  
 EXISTING (2009) FREEWAY CONDITIONS**

Freeway Segment	Direction	Lanes	Capacity <sup>1</sup>	ADT	Existing					
					AM Peak Period			PM Peak Period		
					Volume	V/C	LOS	Volume	V/C	LOS
<b>I-5</b>										
North of Palm Avenue	NB	4	9,400	157,000	6,971	0.74	C	5,597	0.60	B
	SB	4	9,400	157,000	3,610	0.38	A	8,554	0.91	D
Palm Avenue to SR-905	NB	4	9,400	155,000	6,918	0.74	C	5,554	0.59	B
	SB	4	9,400	155,000	3,583	0.38	A	8,490	0.90	D
SR-905 to I-805	NB	4	9,400	117,000	5,200	0.55	B	4,175	0.44	B
	SB	4	9,400	117,000	2,693	0.29	A	6,382	0.68	C
I-805 to U.S./Mexico border	NB	4	9,400	104,000	4,479	0.48	B	2,501	0.27	A
	SB	4	9,400	104,000	615	0.07	A	6,474	0.69	C
<b>I-805</b>										
North of Palm Avenue	NB	4+Aux	11,200	162,000	6,432	0.57	B	5,919	0.53	B
	SB	4+Aux	11,200	162,000	5,435	0.49	B	6,957	0.62	C
Palm Avenue to SR-905	NB	4+Aux	11,200	160,000	3,929	0.35	A	5,144	0.46	B
	SB	4+Aux	11,200	160,000	7,600	0.68	C	8,070	0.72	C
SR-905 to I-5	NB	4	9,400	121,000	2,971	0.32	A	3,890	0.41	B
	SB	4	9,400	121,000	5,747	0.61	B	6,103	0.65	C
<b>SR-905</b>										
I-5 to Beyer Road	WB	2	4,700	55,000	3,011	0.64	C	2,391	0.51	B
	EB	2	4,700	55,000	2,471	0.53	B	3,187	0.68	C
Beyer Road to Picador Boulevard	WB	2	4,700	55,000	3,014	0.64	C	2,393	0.51	B
	EB	2	4,700	55,000	2,474	0.53	B	3,191	0.68	C
Picador Boulevard to I-805	WB	2	4,700	64,000	1,550	0.33	A	3,731	0.79	C
	EB	2	4,700	64,000	3,443	0.73	C	2,070	0.44	B
I-805 to Caliente Avenue	WB	2	4,700	60,000	1,454	0.31	A	3,498	0.74	C
	EB	2	4,700	60,000	3,228	0.69	C	1,940	0.41	B
<b>SR-125</b>										
Otay Valley Road to Lone Star Road	NB	2	4,700	34,900	1,650	0.35	A	1,070	0.23	A
	SB	2	4,700	34,900	1,040	0.22	A	1,640	0.35	A
Lone Star Road to Otay Mesa Road	NB	2	4,700	34,900	1,650	0.35	A	1,070	0.23	A
	SB	2	4,700	34,900	1,040	0.22	A	1,640	0.35	A

**Table 5.2-5 (cont.)  
 EXISTING (2009) FREEWAY CONDITIONS**

Freeway Segment	Direction	Lanes	Capacity <sup>1</sup>	ADT	Existing					
					AM Peak Period			PM Peak Period		
					Volume	V/C	LOS	Volume	V/C	LOS
<b>SR-125 (cont.)</b>										
Otay Mesa Road to SR-905	NB	2	4,700	23,200	1,100	0.23	A	720	0.15	A
	SB	2	4,700	23,200	690	0.15	A	1,090	0.23	A
SR-905 to Siempre Viva Road	NB	2	4,700	23,200	1,100	0.23	A	720	0.15	A
	SB	2	4,700	23,200	690	0.15	A	1,090	0.23	A

Source: LSA 2011

<sup>1</sup> Mainline lane capacity of 2,350 vphpl, auxiliary lane (Aux) capacity of 1,800 vphpl, high-occupancy vehicle (HOV) lane capacity of 1,600 vphpl, climbing lane (CL) capacity of 1,500 vphpl per HCM.

EB = eastbound; NB = northbound; SB = southbound; WB = westbound

### 5.2.2 Impact

**Issue 1: Would the project conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?**

**Issue 2: Would the project conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?**

#### Impact Thresholds

In accordance with the City’s Significance Determination Thresholds (2011), traffic/circulation impacts would be significant if the project would result in any of the following conditions:

- Any intersection, roadway segment, or freeway segment affected by the project would operate at LOS E or F under either direct or cumulative conditions, and the project exceeds the thresholds shown in Table 5.2-6, *Traffic Significance Thresholds*; and/or
- A substantial amount of traffic would be added to a congested freeway segment, interchange, or ramp exceeding the values shown in Table 5.2-6.

Level of Service With Project*	Allowable Change Due to Project Impact**					
	Freeways		Roadway Segments		Intersections Delay (seconds)	Ramp Metering Delay (minutes)
	V/C	Speed (mph)	V/C	Speed (mph)		
E (or ramp meter delays above 15 minutes)	0.010	1.0	0.02	1.0	2.0	2.0
F (or ramp meter delays above 15 minutes)	0.005	0.5	0.01	0.5	1.0	1.0

Source: City of San Diego 2011a

Note 1: The allowable increase in delay at a ramp meter with more than 15 minutes delay and freeway LOS E is 2 minutes.

Note 2: The allowable increase in delay at a ramp meter with more than 15 minutes delay and freeway LOS F is 1 minute.

\* All LOS measurements are based upon HCM procedures for peak-hour conditions. However, V/C ratios for roadway segments are estimated on an ADT/24-hour traffic volume basis (using Table 2 of the City’s Traffic Impact Study Manual) (1998). The acceptable LOS for freeways, roadways, and intersections is generally D (C for undeveloped locations). For metered freeway ramps, LOS does not apply. However, ramp meter delays above 15 minutes are considered excessive.

\*\* If a proposed project’s traffic causes the values shown in the table to be exceeded, the impacts are determined to be significant. The owner/permittee shall then identify feasible improvements (within the Traffic Impact Study) that will restore/and maintain the traffic facility at an acceptable LOS. If the LOS with the proposed project becomes unacceptable (see above \* note), or if the project adds a significant amount of peak-hour trips to cause any traffic queues to exceed on- or off-ramp storage capacities, the owner/permittee shall be responsible for mitigating the project’s direct significant and/or cumulatively considerable traffic impacts.

## Impact Analysis

The project Traffic Impact Study (LSA 2011) analyzed future traffic conditions without and with the proposed project, assuming the CBF/Industrial/Hotel/Commercial land use scenario is implemented. The Traffic Impact Study examined the following eight development scenarios:

- Existing (2009) Without Proposed Project
- Existing (2009) Plus Proposed Project
- Phase 1 Without Proposed Project
- Phase 1 Plus Proposed Project
- Phase 2 Without Proposed Project
- Phase 2 Plus Proposed Project
- Buildout Adopted Community Plan Without Proposed Project
- Buildout Adopted Community Plan Plus Proposed Project

The Existing Plus Proposed Project scenario addresses project impacts in relation to the existing (2009) conditions in the project area, whereas the Phase 1, Phase 2 and Buildout Plus Proposed Project traffic scenarios are analyzed pursuant to Section 15126.2(a) of the State CEQA Guidelines, examining potential short- and long-term traffic impacts associated with the proposed project.

### Proposed Project Trip Generation

The project Traffic Impact Study (LSA 2011) analyzes the worst-case land use scenario with regard to project trip generation since the CBF/Industrial/Hotels/Commercial scenario would produce 46,691 ADT and the CBF/Industrial scenario would produce 43,731 ADT. Therefore, as analyzed in the Traffic Impact Study, the worst-case scenario at buildout represents the following: 95,000 SF CBF, 402,000 SF of industrial use, 34,000 SF of specialty retail complex, 340 hotel rooms, a 12-pump gas station with a 1,200 SF convenience market and car wash, and a 6,000 SF restaurant.

The project trip generation for both the commercial and industrial land uses was determined using trip rates from the San Diego Municipal Code (SDMC) Land Development Code (LDC), *Trip Generation Manual*. The project trip generation is shown in Table 5.2-7, *Proposed Project Trip Generation Summary*. It should be noted that an average rate of 12 trips per 1,000 SF of industrial use was used since the project is still in the early planning stages and will be developing a mixture of various industrial land uses that have a range of trip generation rates (i.e., Large Industrial Park, Small Industrial Park, Industrial/Business Park with some commercial included, Warehousing). The 12 trips per 1,000 SF is a reasonable average rate that captures the range that could occur on site. As shown in the table, the industrial land use would generate 4,824 ADT, including 531 AM peak period trips and 579 PM peak period trips. The commercial land uses (specialty retail, hotel, and gas station with convenience market) would generate 7,400 ADT, including 456 AM peak period trips and 623 PM peak period trips.

As part of the recent San Diego International Airport (SDIA) Master Plan effort, a great deal of time and money was expended in developing the trip generation rate for air travel passengers in the



region. Because both SDIA and the CBF are of similar land use types, the 2030 long-range trip generation rates developed for SDIA were used to forecast trips for the CBF. By 2030 the proposed CBF is anticipated to service approximately 17,225 passengers per day. In that horizon, the facility would generate 34,467 ADT, including 1,326 AM peak period trips and 1,344 PM peak period trips.

The total gross forecast trips generated by the proposed project are approximately 46,691 ADT, including 2,313 AM peak period trips and 2,547 PM peak period trips (Table 5.2-7). The City's *Traffic Impact Study Manual* recommends a 4 percent trip reduction from the industrial land use trips to account for potential trip capture between commercial and industrial uses, which has been factored into the trip generation estimates used in the analysis. While it is understood that additional trip capture would occur between the commercial land uses and the CBF, internal capture rates for these uses are not available and were not factored into this analysis so that it is a conservative, worst-case scenario for the proposed project. With the reduction in trips from internal trip capture, the project would generate approximately 46,498 ADT, including 2,291 AM peak period trips and 2,523 PM peak period trips externally from the site.

### Trip Diversion at Border Crossings

The proposed CBF is planned to serve existing and future demand for Tijuana (TIJ) Airport passengers by diverting them away from the POEs. The net effect would be a reduction of ADT at the POEs and along segments of the I-5, I-805, and SR-125. A manual method was used to isolate the trips diverted by the proposed project from each of the border crossings based on a select zone assignment plot from the City's traffic modeling effort. This border diversion was compared to the estimates included in the CBF market studies for consistency.

The market study for the proposed CBF (Simat Heliessen & Eichner, Inc. [SH&E] 2009) was used to determine the traffic distribution between the San Ysidro, Otay Mesa, and Otay Mesa East POEs. Based on the project market study, 48 percent of proposed project trips destined to cross the border are forecast to utilize the San Ysidro POE, 33 percent utilize the existing Otay Mesa POE, and 19 percent utilize the future Otay Mesa East POE.

The market study for the proposed CBF (SH&E 2009) provides forecast traffic levels through 2030. The study provides for three passenger traffic scenarios: Low Case, Base Case, and High Case. For purposes of this analysis, the High Case forecast was used to provide conservative traffic forecasts. With regard to the High Case scenario, the market study states that approximately 17,225 daily passengers would fly out of TIJ Airport during buildout conditions. The market study accounts for the 25 percent of people using TIJ Airport that would continue to cross the border for air service and would not use the proposed CBF. By applying the trip generation rate of 2.001 trips per daily passenger, the proposed CBF would generate approximately 34,467 trips per day. Of these 34,467 trips, the proposed project would divert approximately 30,701 trips from the three border crossings. Using the percentage splits at each of the border crossings (i.e., 48 percent at the San Ysidro POE, 33 percent at the Otay Mesa POE, and 19 percent at the Otay Mesa East POE) and applying them to the estimated total diverted trips (i.e., 30,701 trips per day), the project traffic engineer was able to determine the estimated number of trips diverted to the proposed project from the three POEs.

**Table 5.2-7  
 PROPOSED PROJECT TRIP GENERATION SUMMARY**

Land Use	Size	Units	ADT per Unit	Total ADT	AM Peak Period			PM Peak Period		
					In	Out	Total	In	Out	Total
<b>Phase 1</b>										
Hotel <sup>1</sup>	0	Rooms	10.00	-	-	-	-	-	-	-
Sit-down restaurant <sup>2</sup>	0	TSF	130.00	-	-	-	-	-	-	-
Gasoline station <sup>3</sup>	0	VFS	155.00	-	-	-	-	-	-	-
Specialty retail <sup>4</sup>	0	TSF	40.00	-	-	-	-	-	-	-
Industrial/business park <sup>5</sup>	0	TSF	12.00	-	-	-	-	-	-	-
Cross border facility <sup>6</sup>	6,838	Passengers	2.00	13,683	308	219	527	260	274	533
<b>PHASE 1 TOTAL</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>13,683</b>	<b>308</b>	<b>219</b>	<b>527</b>	<b>260</b>	<b>274</b>	<b>533</b>
<b>Phase 2</b>										
Hotel <sup>1</sup>	170	Rooms	10.00	1,700	61	41	102	82	54	136
Sit-down restaurant <sup>2</sup>	0	TSF	130.00	-	-	-	-	-	-	-
Gasoline station <sup>3</sup>	12	VFS	155.00	1,860	74	74	149	84	84	167
Specialty retail <sup>4</sup>	20	TSF	40.00	80	14	10	24	36	36	72
Industrial/business park <sup>5</sup>	0	TSF	12.00	-	-	-	-	-	-	-
Cross border facility <sup>6</sup>	10,141	Passengers	2.00	20,292	456	325	781	385	406	791
<b>PHASE 2 TOTAL</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>24,652</b>	<b>606</b>	<b>449</b>	<b>1,056</b>	<b>587</b>	<b>580</b>	<b>1,166</b>
<b>Buildout</b>										
Hotel <sup>1</sup>	340	Rooms	10.00	3,400	122	82	204	163	109	272
Sit-down restaurant <sup>2</sup>	6	TSF	130.00	780	31	31	62	37	25	62
Gasoline station <sup>3</sup>	12	VFS	155.00	1,860	74	74	149	84	84	167
Specialty retail <sup>4</sup>	34	TSF	40.00	1,360	24	16	41	61	61	122
Industrial/business park <sup>5</sup>	402	TSF	12.00	4,824	478	53	531	116	463	579
Cross border facility <sup>6</sup>	17,225	Passengers	2.00	34,467	775	551	1,326	655	689	1,344
<b>BUILDOUT TOTAL</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>46,691</b>	<b>1,505</b>	<b>808</b>	<b>2,313</b>	<b>1,116</b>	<b>1,431</b>	<b>2,547</b>

Source: LSA 2011

Trip rates referenced from the San Diego Municipal Code Land Development Code, "Trip Generation Manual," May 2003.

<sup>1</sup> Driveway vehicle trip rate based on hotel (with convention facilities/restaurant).

<sup>2</sup> Driveway vehicle trip rate based on high turnover (sit-down) restaurant.

<sup>3</sup> Driveway vehicle trip rate based on gasoline station with food mart and car wash.

<sup>4</sup> Driveway vehicle trip rate based on specialty center/strip commercial.

<sup>5</sup> Driveway vehicle trip rate based on industrial/business park (no commercial).

<sup>6</sup> Trip rates based on SDIA Master Plan EIR, April 2008 (Proposed Airport Land Use Plan, Year 2030).

TSF = thousand square feet; VFS = vehicle fueling space

Table 5.2-8, *Estimated Trips Diverted From Ports-of-Entry*, shows the daily traffic at each of the three border crossings for buildout conditions and the estimated number of trips diverted from each POE to the proposed project, based on the SH&E Market Study. As shown this table, at project buildout, 14,736 daily trips would be diverted from the San Ysidro POE, 10,132 daily trips would be diverted from the Otay Mesa POE, and 5,833 daily trips would be diverted from the Otay Mesa East POE. This trip diversion was taken into consideration in the *Air Quality* and *Greenhouse Gas Emission* analyses contained in Sections 5.4 and 5.5, respectively, of this report.

<b>Table 5.2-8 ESTIMATED TRIPS DIVERTED FROM PORTS-OF-ENTRY</b>		
<b>POE</b>	<b>Splits</b>	<b>Diverted Trips</b>
San Ysidro	48%	14,736
Otay Mesa	33%	10,132
Otay Mesa East	19%	5,833
<b>TOTAL</b>	<b>100%</b>	<b>30,701</b>

Source: LSA 2011

Existing Plus Project Conditions

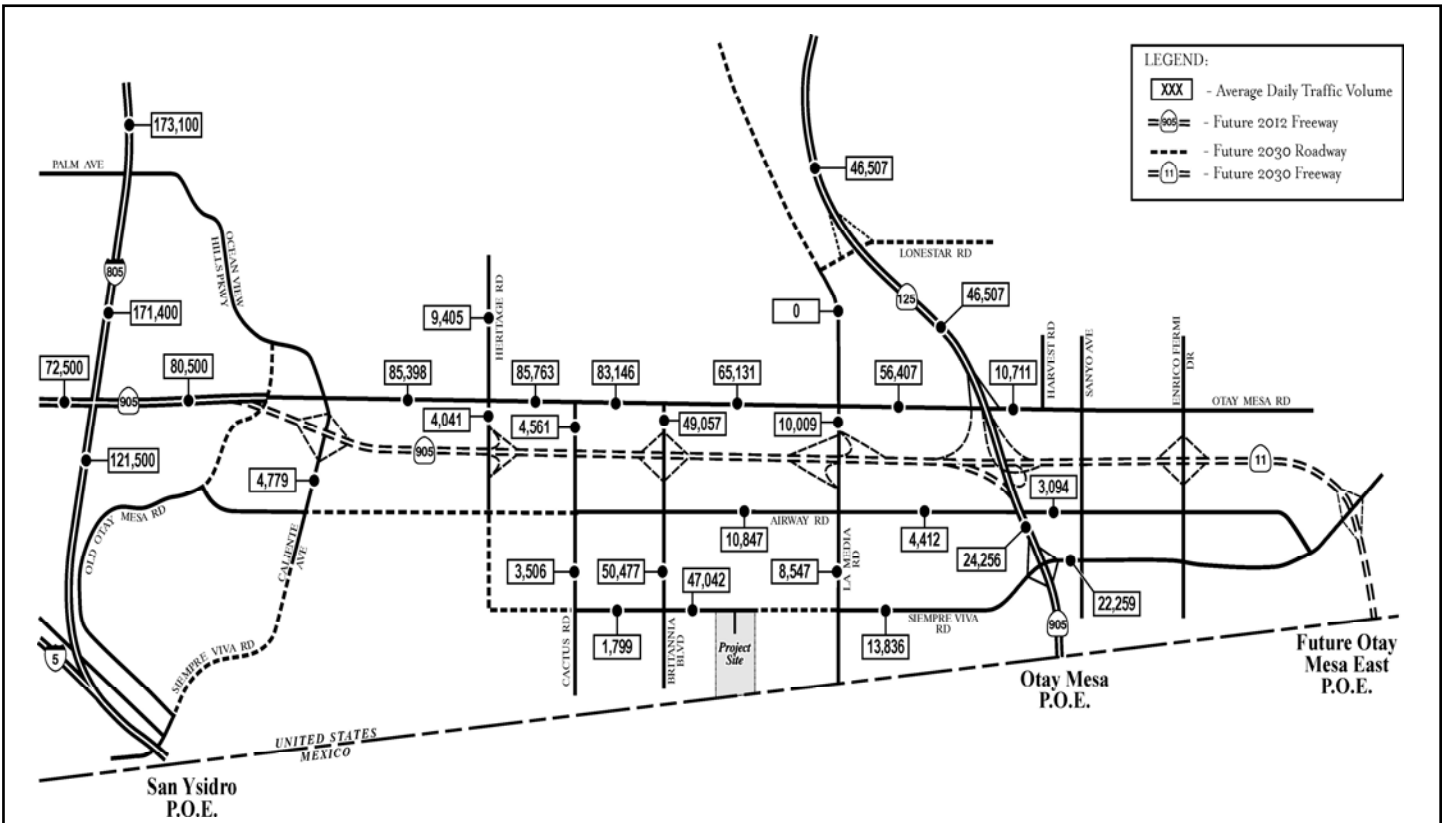
The Existing Plus Project condition outlined in Appendix N to the Traffic Study assumes that the existing (2009) roadway network is in place, with no additional improvements or expansions. Project build-out traffic volumes are added to the existing roadway network. Figure 5.2-3, *Existing (2009) Plus Project ADT and Peak Hour Traffic Volumes*, presents the existing plus project AM and PM peak-hour traffic volumes for the study area intersections. Traffic from cumulative projects in the area is not accounted for in the Existing Plus Project condition.

Phase 1 Conditions

A total of 14 projects were identified within the City and 6 additional County of San Diego projects were identified. Table G of the Traffic Impact Study lists each cumulative project, and Figure 12 of the Traffic Impact Study (and Figure 6-1 in this report) illustrates the location of the cumulative projects relative to the proposed project.

Intersection and roadway geometrics for the Phase 1 scenario are existing geometrics. Exceptions include recent improvements to SR-905, as well as arterial improvements along segments of Britannia Boulevard from four to six lanes, segments of La Media Road from four to six lanes, and segments of Caliente Avenue from two to five lanes. It should also be noted that the intersection of Caliente Avenue/Otay Mesa Road would be restriped by Caltrans.

Cumulative traffic volume data were shared by the traffic analysis prepared by Rick Engineering for the Metro Airpark. Traffic generated by the cumulative projects was added to the baseline traffic volumes to determine the Phase 1 conditions is the anticipated opening year of the proposed project). The traffic data prepared for the Metro Airpark project are based on a portion of the 20 cumulative projects estimated to be completed by the year 2013 and include the buildout of the proposed project. Therefore, LSA manually subtracted out the proposed project trips included in the data set at intersections adjacent to the project site. The proposed project trip assignment became more difficult to ascertain further away from the site; therefore, LSA determined to make no adjustments outside of a one-intersection radius of the project site. No manual adjustments were made to the roadways or freeways. Accordingly, this analysis provides a conservative estimate of baseline traffic volumes for study locations not adjacent to the project site.



<table border="1"> <tr><td>145 / 56</td><td>↑</td><td>45 / 155</td></tr> <tr><td>64 / 35</td><td>↓</td><td>1309 / 3235</td></tr> <tr><td>158 / 90</td><td>↔</td><td>75 / 112</td></tr> <tr><td>83 / 127</td><td>↔</td><td>186 / 140</td></tr> <tr><td>3157 / 2311</td><td>↔</td><td>50 / 31</td></tr> <tr><td>25 / 4</td><td>↔</td><td>115 / 54</td></tr> </table> <p>1 Calleinte Ave/Otay Mesa Rd</p>	145 / 56	↑	45 / 155	64 / 35	↓	1309 / 3235	158 / 90	↔	75 / 112	83 / 127	↔	186 / 140	3157 / 2311	↔	50 / 31	25 / 4	↔	115 / 54	<table border="1"> <tr><td>69 / 305</td><td>↑</td><td>170 / 493</td></tr> <tr><td>39 / 61</td><td>↓</td><td>1324 / 2671</td></tr> <tr><td>366 / 348</td><td>↔</td><td>34 / 24</td></tr> <tr><td>129 / 166</td><td>↔</td><td>61 / 310</td></tr> <tr><td>2800 / 1935</td><td>↔</td><td>48 / 109</td></tr> <tr><td>211 / 120</td><td>↔</td><td>59 / 88</td></tr> </table> <p>2 Heritage Rd/Otay Mesa Rd</p>	69 / 305	↑	170 / 493	39 / 61	↓	1324 / 2671	366 / 348	↔	34 / 24	129 / 166	↔	61 / 310	2800 / 1935	↔	48 / 109	211 / 120	↔	59 / 88	<table border="1"> <tr><td>3 / 3</td><td>↑</td><td>5 / 3</td></tr> <tr><td>0 / 2</td><td>↓</td><td>1465 / 3042</td></tr> <tr><td>3 / 7</td><td>↔</td><td>54 / 79</td></tr> <tr><td>10 / 4</td><td>↔</td><td>58 / 138</td></tr> <tr><td>3157 / 2350</td><td>↔</td><td>75 / 131</td></tr> <tr><td>119 / 98</td><td>↔</td><td></td></tr> </table> <p>3 Cactus Rd/Otay Mesa Rd</p>	3 / 3	↑	5 / 3	0 / 2	↓	1465 / 3042	3 / 7	↔	54 / 79	10 / 4	↔	58 / 138	3157 / 2350	↔	75 / 131	119 / 98	↔		<table border="1"> <tr><td>997 / 2051</td><td>↑</td><td></td></tr> <tr><td>445 / 338</td><td>↓</td><td></td></tr> <tr><td>2074 / 1696</td><td>↔</td><td></td></tr> <tr><td>1159 / 792</td><td>↔</td><td></td></tr> <tr><td>523 / 69</td><td>↔</td><td></td></tr> <tr><td>246 / 448</td><td>↔</td><td></td></tr> </table> <p>4 Britannia Blvd/Otay Mesa Rd</p>	997 / 2051	↑		445 / 338	↓		2074 / 1696	↔		1159 / 792	↔		523 / 69	↔		246 / 448	↔		<table border="1"> <tr><td>39 / 96</td><td>↑</td><td>76 / 56</td></tr> <tr><td>14 / 29</td><td>↓</td><td>1362 / 2135</td></tr> <tr><td>21 / 105</td><td>↔</td><td>106 / 78</td></tr> <tr><td>93 / 45</td><td>↔</td><td>76 / 252</td></tr> <tr><td>1708 / 1827</td><td>↔</td><td>16 / 18</td></tr> <tr><td>370 / 227</td><td>↔</td><td>43 / 71</td></tr> </table> <p>5 La Media Rd/Otay Mesa Rd</p>	39 / 96	↑	76 / 56	14 / 29	↓	1362 / 2135	21 / 105	↔	106 / 78	93 / 45	↔	76 / 252	1708 / 1827	↔	16 / 18	370 / 227	↔	43 / 71
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Legend  
123 / 456 AM / PM Volume

Source: LSA 2011

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Existing (2009) Plus Project ADT and Peak Hour Traffic Volumes  
OTAY-TIJUANA CROSS BORDER FACILITY DEVELOPMENT PROJECT  
Figure 5.2-3



## Phase 2 Conditions

Phase 2 traffic volumes were determined using cumulative traffic volume data from the Metro Airpark project traffic analysis prepared by Rick Engineering. The Phase 2 ADT volumes are based on a linear growth between their opening day and an interim forecast for OMCP Update Scenario 3B and include full buildout of the proposed CBF. The CBF buildout ADT of 46,691 was included in the Phase 2 scenario analysis. The actual ADT for the CBF project for Phase 1 is 24,652. The excess of 22,039 ADT is a conservative approach to cover the discrepancy between the Adopted Community Plan and the Community Plan Update traffic volumes. The CBF trips included in the data set at intersections adjacent to the project site were manually subtracted. The CBF trip assignment became more difficult to ascertain farther away from the site; therefore, it was determined that no adjustments outside of a one intersection radius of the CBF site were necessary. No manual adjustments were made to the roadways or freeways.

## Buildout Conditions

LSA received post-processed ADT and peak hour volumes from the City's Traffic Engineer to use for purposes of the base year Buildout Adopted Community Plan condition. The data are based on Urban Systems Associates draft study for the OMCP Update for peak hour turning volumes and the City's Series 11 forecast for ADT.

The on-site intersections of Otay Pacific Drive/Otay Pacific Place, Otay Pacific Drive/North Parking Access, Otay Pacific Place/Las Californias Drive in addition to the intersection of Las Californias Drive/Siempre Viva Road are assumed to be signalized under the Buildout conditions. The owner/permittee shall be fully responsible for these improvements.

## Intersection LOS Analysis

### *Existing Plus Project*

Table 5.2-9, *Existing (2009) Plus Project Intersection Level of Service Summary*, shows the results of the Existing (2009) plus project AM and PM peak-hour LOS analysis for the study area intersections utilizing the HCM methodology. As shown in this table, three study area intersections are forecast to operate at unsatisfactory LOS (E or F). Table 5.2-9 also shows that implementation of the proposed project would result in significant impacts at the following three intersections based on the City's intersection delay threshold limits:

- Britannia Boulevard/Otay Mesa Road (LOS F during the AM peak hour and LOS E during PM peak hour)
- Britannia Boulevard/Airway Road (LOS F during AM peak hour)
- Britannia Boulevard/Siempre Viva Road (LOS F during both AM and PM peak hour)

Table 5.2-10, *Existing (2009) Plus Project Intersection Conditions (ILV Methodology)*, summarizes the results of the existing (2009) plus project AM and PM peak-hour analysis for the signalized intersections at the SR-125 and SR-905 interchanges utilizing the ILV methodology.

As this table indicates, all intersections are forecast to operate under the 1,500 vehicles per hour (vph) ILV threshold.

### *Phase 1*

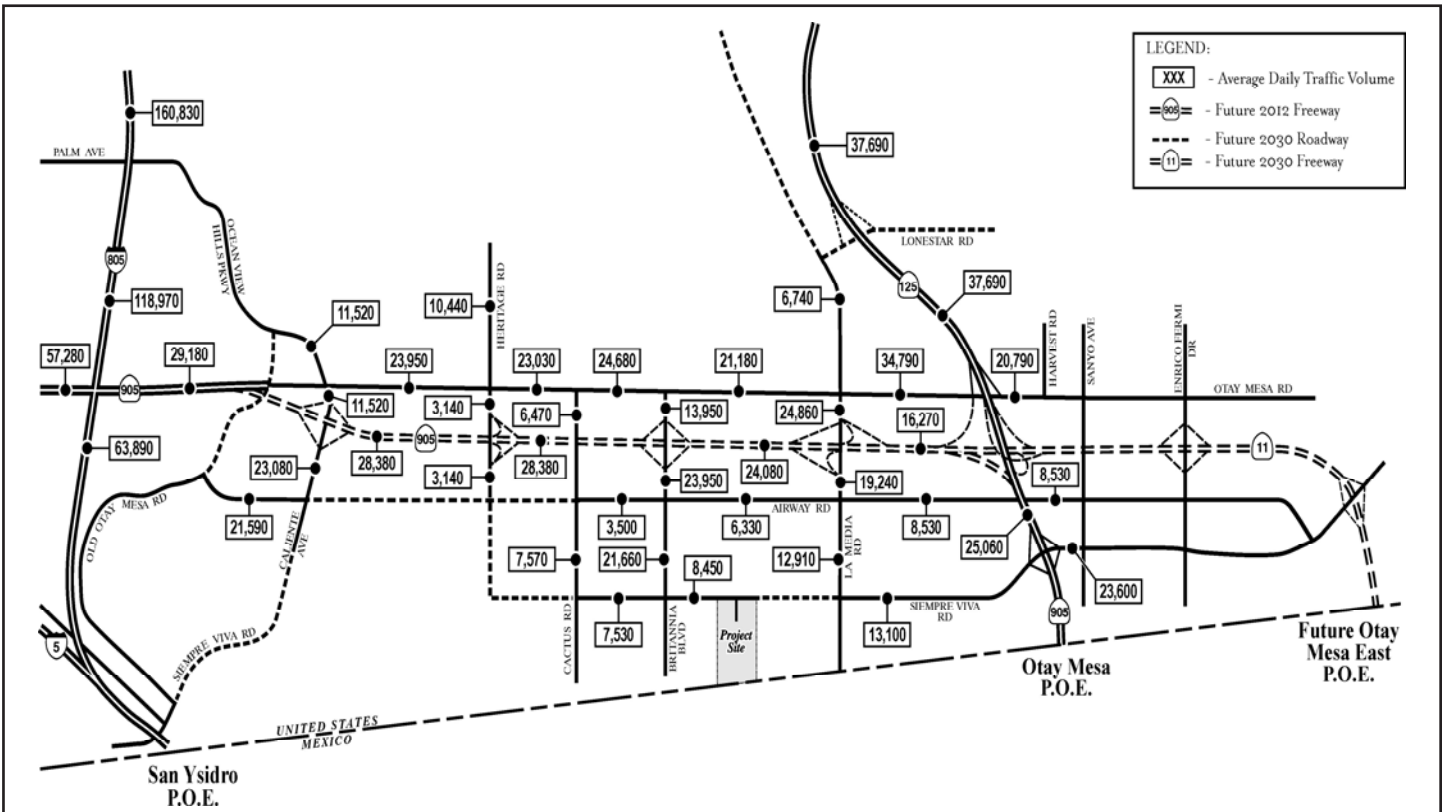
Figures 5.2-4a and 5.2-4b, *Phase 1 Without Proposed Project Conditions ADT and Peak Hour Traffic Volumes*, show the Phase 1 Without Project ADT and AM and PM peak period traffic volumes for the study area, and Figures 5.2-5a and 5.2-5b, *Phase 1 Plus Proposed Project Conditions ADT and Peak Hour Traffic Volumes*, show the Phase 1 Plus Proposed Project ADT and AM and PM peak period traffic volumes.

Table 5.2-11, *Phase 1 Without and With Proposed Project – Intersection Conditions*, summarizes the results of the Phase 1 without and with the proposed project AM and PM peak period LOS analysis for the analyzed intersections utilizing the HCM methodology. As shown in this table, two of the analyzed intersections would operate at unsatisfactory LOS (E or F) without the project. Table 5.2-11 also shows that implementation of the proposed project would result in significant impacts at the following two analyzed intersections based on the City's significance thresholds of a two-second increase in delay for intersections operating at LOS E and a one-second increase in delay for intersections operating at LOS F:

- Britannia Boulevard/Otay Mesa Road (LOS E during AM and PM peak periods)
- La Media Road/Airway Road (LOS F during AM peak period)

Table 5.2-12, *Phase 1 Without and With Proposed Project – Intersection Conditions (ILV Methodology)*, summarizes the results of the Phase 1 without and with the proposed project AM and PM peak period analysis for the signalized intersections at the SR-905 and SR-125 interchanges utilizing the ILV methodology. As shown in this table, the following one intersection would operate above the 1,500 vph ILV threshold without the project, and the following two intersections would operate above the 1,500 vph ILV threshold with the project:

- SR-125 southbound ramps/Otay Mesa Road (AM peak period)
- SR-125 northbound ramps/Otay Mesa Road (PM peak period)



<table border="1"> <tr><td>15 / 20</td><td>↑</td><td>395 / 220</td></tr> <tr><td>↑</td><td>88 / 41</td><td>↑</td><td>47 / 242</td></tr> <tr><td>↓</td><td>22 / 57</td><td>↓</td><td>223 / 497</td></tr> <tr><td>20 / 15</td><td>↓</td><td>63 / 890</td></tr> <tr><td>161 / 82</td><td>↓</td><td>19 / 53</td><td>↑</td><td>219 / 511</td></tr> <tr><td>9 / 6</td><td>↓</td><td>764 / 657</td></tr> </table> <p>1 Caliente Ave/Otay Mesa Rd</p>	15 / 20	↑	395 / 220	↑	88 / 41	↑	47 / 242	↓	22 / 57	↓	223 / 497	20 / 15	↓	63 / 890	161 / 82	↓	19 / 53	↑	219 / 511	9 / 6	↓	764 / 657	<table border="1"> <tr><td>77 / 165</td><td>↑</td><td>22 / 34</td><td>↑</td><td>288 / 172</td></tr> <tr><td>↑</td><td>188 / 295</td><td>↑</td><td>336 / 449</td><td>↑</td><td>52 / 89</td></tr> <tr><td>117 / 78</td><td>↓</td><td>916 / 720</td><td>↓</td><td>29 / 37</td><td>↓</td><td>108 / 50</td></tr> <tr><td>58 / 23</td><td>↓</td><td>72 / 213</td><td>↓</td><td>291 / 37</td><td>↓</td><td>108 / 50</td></tr> </table> <p>2 Heritage Rd/Otay Mesa Rd</p>	77 / 165	↑	22 / 34	↑	288 / 172	↑	188 / 295	↑	336 / 449	↑	52 / 89	117 / 78	↓	916 / 720	↓	29 / 37	↓	108 / 50	58 / 23	↓	72 / 213	↓	291 / 37	↓	108 / 50	<table border="1"> <tr><td>5 / 11</td><td>↑</td><td>6 / 4</td></tr> <tr><td>8 / 10</td><td>↓</td><td>490 / 860</td></tr> <tr><td>1529 / 658</td><td>↓</td><td>329 / 147</td></tr> <tr><td>103 / 103</td><td>↓</td><td>49 / 134</td><td>↑</td><td>1 / 4</td></tr> <tr><td></td><td>↓</td><td>118 / 122</td></tr> </table> <p>3 Cactus Rd/Otay Mesa Rd</p>	5 / 11	↑	6 / 4	8 / 10	↓	490 / 860	1529 / 658	↓	329 / 147	103 / 103	↓	49 / 134	↑	1 / 4		↓	118 / 122	<table border="1"> <tr><td>708 / 776</td><td>↑</td><td>297 / 428</td></tr> <tr><td>1117 / 621</td><td>↓</td><td>217 / 224</td><td>↓</td><td>435 / 348</td></tr> <tr><td>163 / 216</td><td>↓</td><td></td><td></td><td></td></tr> </table> <p>4 Britannia Blvd/Otay Mesa Rd</p>	708 / 776	↑	297 / 428	1117 / 621	↓	217 / 224	↓	435 / 348	163 / 216	↓				<table border="1"> <tr><td>16 / 31</td><td>↑</td><td>57 / 126</td><td>↑</td><td>107 / 130</td></tr> <tr><td>↑</td><td>80 / 97</td><td>↑</td><td>708 / 1260</td><td>↑</td><td>309 / 393</td></tr> <tr><td>23 / 16</td><td>↓</td><td>1063 / 1130</td><td>↓</td><td>106 / 82</td><td>↓</td><td>96 / 51</td></tr> <tr><td>105 / 155</td><td>↓</td><td>106 / 82</td><td>↓</td><td>96 / 51</td><td>↓</td><td>400 / 342</td></tr> </table> <p>5 La Media Rd/Otay Mesa Rd</p>	16 / 31	↑	57 / 126	↑	107 / 130	↑	80 / 97	↑	708 / 1260	↑	309 / 393	23 / 16	↓	1063 / 1130	↓	106 / 82	↓	96 / 51	105 / 155	↓	106 / 82	↓	96 / 51	↓	400 / 342
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Legend

123 / 456 AM / PM Volume

Source: LSA 2011

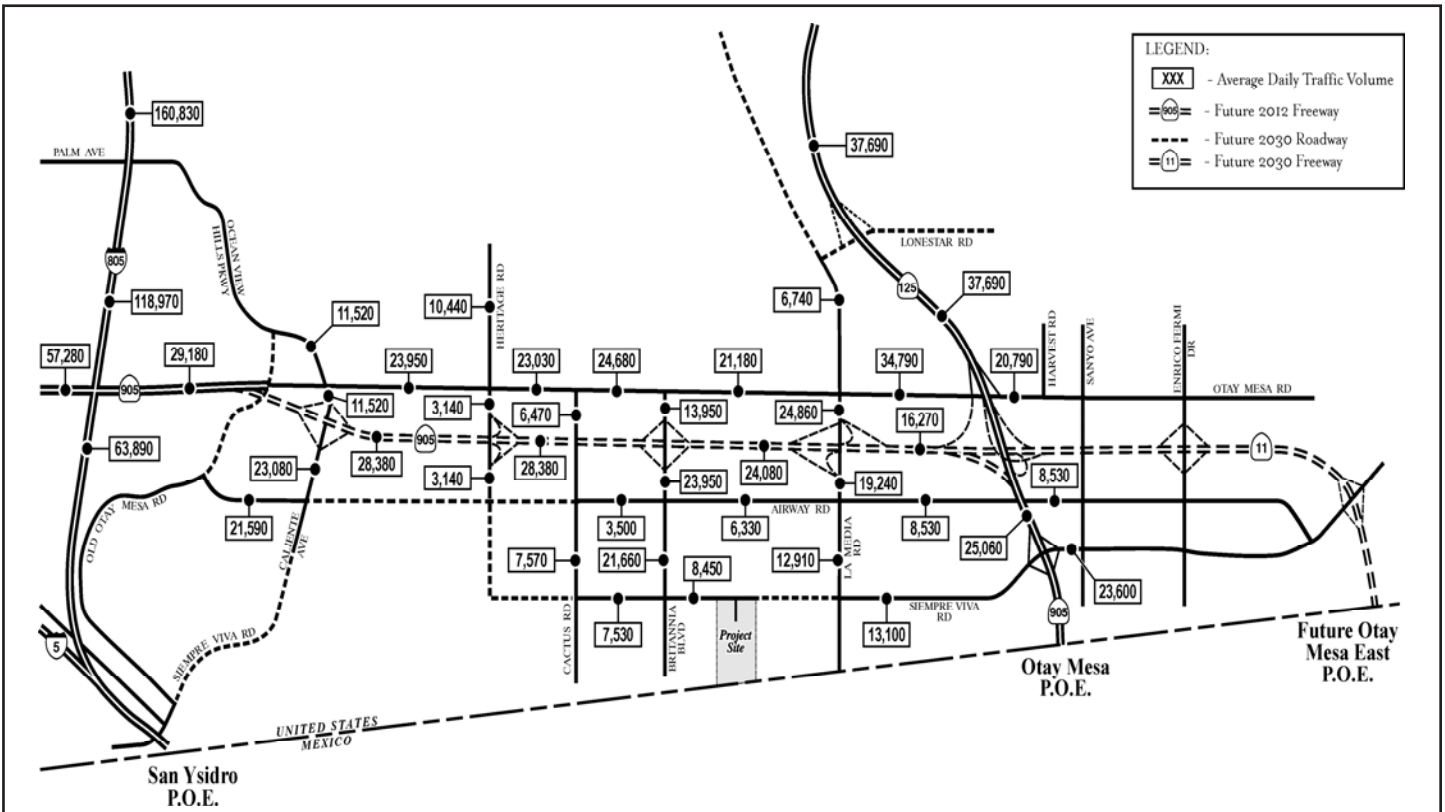
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Phase 1 Without Proposed Project Conditions ADT and Peak Hour Traffic Volumes OTAY-TIJUANA CROSS BORDER FACILITY DEVELOPMENT PROJECT

Figure 5.2-4a







<p>16 Caliente Ave/SR-905 EB Ramps</p>	<p>Future Intersection</p> <p>17 Heritage Rd/SR-905 WB Ramps</p>	<p>Future Intersection</p> <p>18 Heritage Rd/SR-905 EB Ramps</p>	<p>19 Britannia Blvd/SR-905 WB Ramps</p>	<p>20 Britannia Blvd/SR-905 EB Ramps</p>
<p>21 La Media Rd/SR-905 WB Ramps</p>	<p>22 La Media Rd/SR-905 EB Ramps</p>	<p>Future Intersection</p> <p>23 Heritage Rd/Airway Rd</p>	<p>24 Cactus Rd/Airway Rd</p>	<p>25 Caliente Ave/Airway Rd</p>
<p>Future Intersection</p> <p>26 La Media Rd/Lone Star Rd</p>	<p>Future Intersection</p> <p>27 SR-125 SB off-ramp/Lone Star Rd</p>	<p>Future Intersection</p> <p>28 SR-125 NB on-ramp/Lone Star Rd</p>		

**Legend**  
123 / 456 AM / PM Volume

Source: LSA 2011

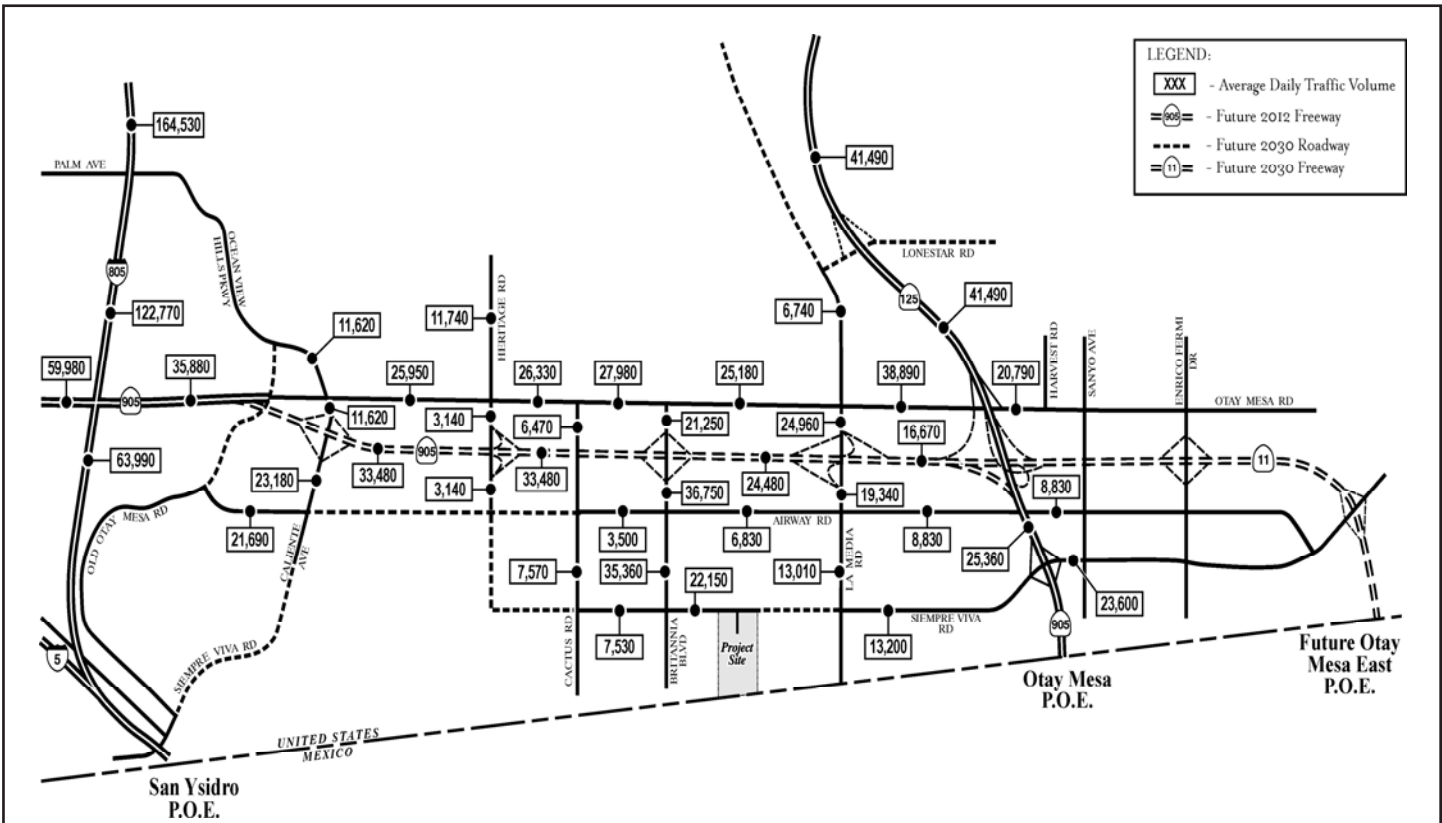
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### Phase 1 Without Proposed Project Conditions ADT and Peak Hour Traffic Volumes

### OTAY-TIJUANA CROSS BORDER FACILITY DEVELOPMENT PROJECT

Figure 5.2-4b





<table border="1"> <tr><td>15 / 20</td><td>397 / 222</td><td>50 / 246</td></tr> <tr><td>20 / 15</td><td>92 / 44</td><td>52 / 94</td></tr> <tr><td>203 / 117</td><td>223 / 497</td><td></td></tr> <tr><td>9 / 6</td><td></td><td></td></tr> <tr><td>19 / 53</td><td>221 / 513</td><td>764 / 657</td></tr> <tr><td></td><td></td><td></td></tr> </table> <p>1 Caliente Ave/Otay Mesa Rd</p>	15 / 20	397 / 222	50 / 246	20 / 15	92 / 44	52 / 94	203 / 117	223 / 497		9 / 6			19 / 53	221 / 513	764 / 657				<table border="1"> <tr><td>77 / 165</td><td>208 / 320</td></tr> <tr><td>22 / 34</td><td>368 / 490</td></tr> <tr><td>316 / 196</td><td>52 / 89</td></tr> <tr><td>117 / 78</td><td></td></tr> <tr><td>962 / 758</td><td></td></tr> <tr><td>58 / 23</td><td></td></tr> <tr><td>72 / 213</td><td>29 / 37</td></tr> <tr><td></td><td>108 / 50</td></tr> </table> <p>2 Heritage Rd/Otay Mesa Rd</p>	77 / 165	208 / 320	22 / 34	368 / 490	316 / 196	52 / 89	117 / 78		962 / 758		58 / 23		72 / 213	29 / 37		108 / 50	<table border="1"> <tr><td>5 / 11</td><td>6 / 4</td></tr> <tr><td>3 / 4</td><td>543 / 926</td></tr> <tr><td>7 / 8</td><td>329 / 147</td></tr> <tr><td>8 / 10</td><td></td></tr> <tr><td>1603 / 720</td><td></td></tr> <tr><td>103 / 103</td><td></td></tr> <tr><td>49 / 134</td><td>1 / 4</td></tr> <tr><td></td><td>118 / 122</td></tr> </table> <p>3 Cactus Rd/Otay Mesa Rd</p>	5 / 11	6 / 4	3 / 4	543 / 926	7 / 8	329 / 147	8 / 10		1603 / 720		103 / 103		49 / 134	1 / 4		118 / 122	<table border="1"> <tr><td>2 / 8</td><td>8 / 4</td></tr> <tr><td>17 / 53</td><td>708 / 776</td></tr> <tr><td>4 / 14</td><td>388 / 504</td></tr> <tr><td>14 / 7</td><td></td></tr> <tr><td>1117 / 621</td><td></td></tr> <tr><td>237 / 278</td><td></td></tr> <tr><td>270 / 290</td><td>50 / 24</td></tr> <tr><td></td><td>499 / 429</td></tr> </table> <p>4 Britannia Blvd/Otay Mesa Rd</p>	2 / 8	8 / 4	17 / 53	708 / 776	4 / 14	388 / 504	14 / 7		1117 / 621		237 / 278		270 / 290	50 / 24		499 / 429	<table border="1"> <tr><td>16 / 31</td><td>107 / 130</td></tr> <tr><td>57 / 126</td><td>799 / 1336</td></tr> <tr><td>80 / 97</td><td>311 / 395</td></tr> <tr><td>23 / 16</td><td></td></tr> <tr><td>1127 / 1211</td><td></td></tr> <tr><td>105 / 155</td><td></td></tr> <tr><td>106 / 82</td><td>96 / 51</td></tr> <tr><td></td><td>401 / 344</td></tr> </table> <p>5 La Media Rd/Otay Mesa Rd</p>	16 / 31	107 / 130	57 / 126	799 / 1336	80 / 97	311 / 395	23 / 16		1127 / 1211		105 / 155		106 / 82	96 / 51		401 / 344
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**Legend**

123 / 456 AM / PM Volume

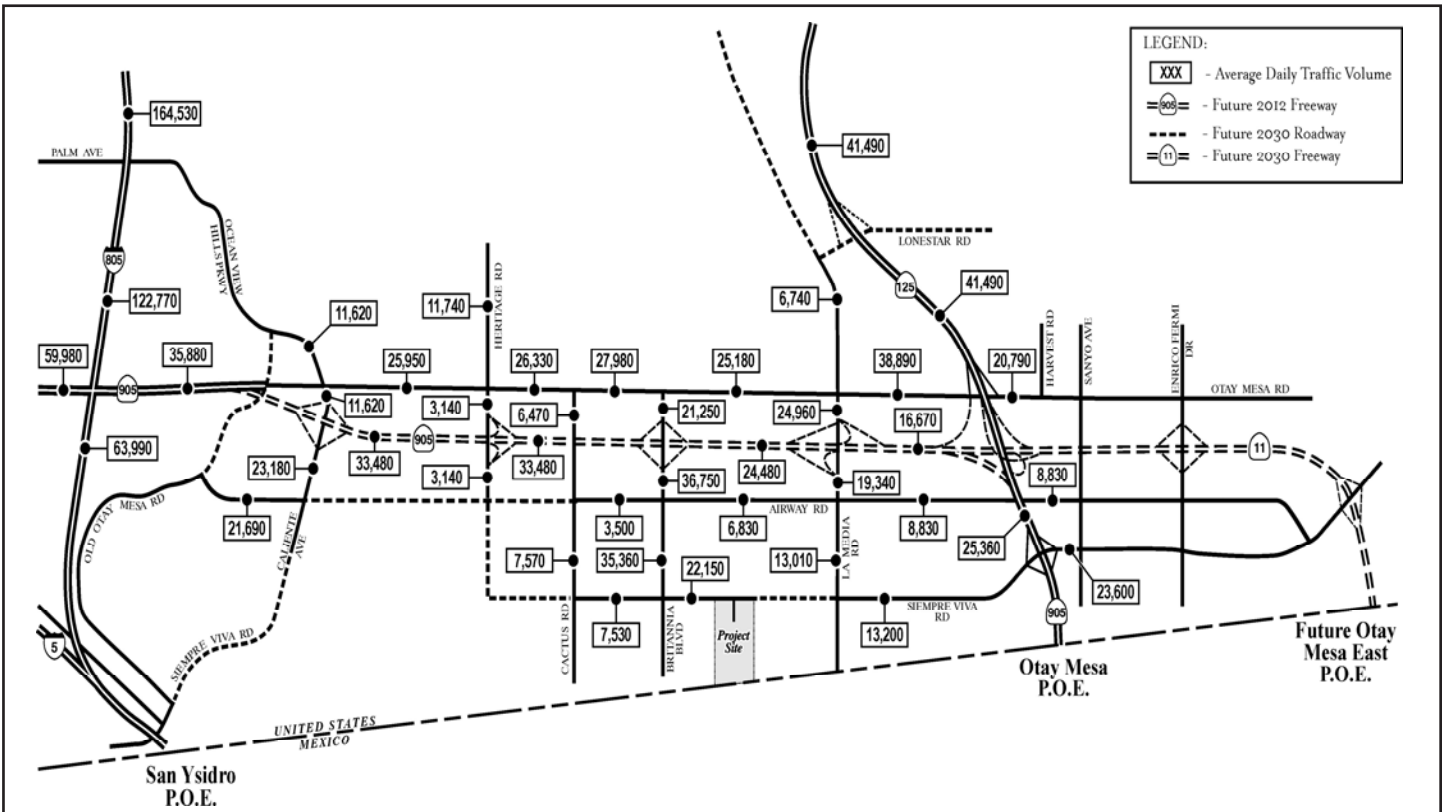
Source: LSA 2011

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**Phase 1 Plus Proposed Project Conditions ADT and Peak Hour Traffic Volumes**  
OTAY-TIJUANA CROSS BORDER FACILITY DEVELOPMENT PROJECT

Figure 5.2-5a





<p>16 Caliente Ave/SR-905 EB Ramps</p>	<p>Future Intersection</p> <p>17 Heritage Rd/SR-905 WB Ramps</p>	<p>Future Intersection</p> <p>18 Heritage Rd/SR-905 EB Ramps</p>	<p>19 Britannia Blvd/SR-905 WB Ramps</p>	<p>20 Britannia Blvd/SR-905 EB Ramps</p>
<p>21 La Media Rd/SR-905 WB Ramps</p>	<p>22 La Media Rd/SR-905 EB Ramps</p>	<p>Future Intersection</p> <p>23 Heritage Rd/Airway Rd</p>	<p>24 Cactus Rd/Airway Rd</p>	<p>25 Caliente Ave/Airway Rd</p>
<p>Future Intersection</p> <p>26 La Media Rd/Lone Star Rd</p>	<p>Future Intersection</p> <p>27 SR-125 SB off-ramp/Lone Star Rd</p>	<p>Future Intersection</p> <p>28 SR-125 NB on-ramp/Lone Star Rd</p>		

**Legend**

123 / 456 AM / PM Volume

Source: LSA 2011

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**Phase 1 Plus Proposed Project Conditions ADT  
and Peak Hour Traffic Volumes**  
OTAY-TIJUANA CROSS BORDER FACILITY DEVELOPMENT PROJECT  
Figure 5.2-5b



**Table 5.2-9  
 EXISTING (2009) PLUS PROJECT INTERSECTION LEVEL OF SERVICE SUMMARY**

Intersection		Existing				Existing Plus Project				Change in Delay (sec)		Significant Impact?
		AM Peak Period		PM Peak Period		AM Peak Period		PM Peak Period		AM	PM	
		Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS			
1	Caliente Avenue/Otay Mesa Road	21.9	C	15.0	B	38.5	D	18.2	B	16.6	3.2	No
2	Heritage Road/Otay Mesa Road	34.5	C	47.0	D	49.5	D	54.1	D	15.0	7.1	No
3	Cactus Road/Otay Mesa Road	14.9	B	19.3	B	16.6	B	20.0	B	1.7	0.7	No
4	Britannia Boulevard/Otay Mesa Road	6.0	A	15.0	B	104.9	<b>F</b>	66.6	<b>E</b>	98.9	51.6	<b>Yes</b>
5	La Media Road/Otay Mesa Road	15.3	B	23.6	C	14.6	B	24.1	C	-0.7	0.5	No
6	SR-125 SB ramps/Otay Mesa Road	15.7	B	4.8	A	25.6	C	17.1	B	9.9	12.3	No
7	SR-125 NB ramps/Otay Mesa Road	13.2	B	6.7	A	9.1	A	16.4	B	-4.1	9.7	No
8	Britannia Boulevard/Airway Road	22.8	C	26.3	C	80.8	<b>F</b>	36.0	D	58.0	9.7	<b>Yes</b>
9	La Media Road/Airway Road	10.7	B	12.8	B	12.8	B	19.0	C	2.1	6.2	No
10	Cactus Road/Siempre Viva Road	21.1	C	22.7	C	21.1	C	22.7	C	0.0	0.0	No
11	Britannia Boulevard/Siempre Viva Road	20.7	C	28.5	C	216.5	<b>F</b>	387.1	<b>F</b>	195.8	358.6	<b>Yes</b>
12	La Media Road/Siempre Viva Road	18.5	B	27.1	C	20.6	C	26.6	C	2.1	-0.5	No
13	SR-905 SB ramps/Siempre Viva Road	17.3	B	17.9	B	17.3	B	17.9	B	0.0	0.0	No
14	SR-905 NB ramps/Siempre Viva Road	23.5	C	19.1	B	23.5	C	19.1	B	0.0	0.0	No
15	Caliente Avenue/SR-905 WB ramps*	-	-	-	-	-	-	-	-	-	-	-
16	Caliente Avenue/SR-905 EB ramps*	-	-	-	-	-	-	-	-	-	-	-
17	Heritage Road/SR-905 WB ramps*	-	-	-	-	-	-	-	-	-	-	-
18	Heritage Road/SR-905 EB ramps*	-	-	-	-	-	-	-	-	-	-	-
19	Britannia Boulevard/SR-905 WB ramps	-	-	-	-	-	-	-	-	-	-	-
20	Britannia Boulevard/SR-905 EB ramps	-	-	-	-	-	-	-	-	-	-	-
21	La Media Road/SR-905 WB ramps	-	-	-	-	-	-	-	-	-	-	-
22	La Media Road/SR-905 EB ramps	-	-	-	-	-	-	-	-	-	-	-
23	Heritage Road/Airway Road*	-	-	-	-	-	-	-	-	-	-	-
24	Cactus Road/Airway Road	-	-	-	-	-	-	-	-	-	-	-
25	Caliente Avenue/Airway Road	-	-	-	-	-	-	-	-	-	-	-
26	La Media Road/Lone Star Road*	-	-	-	-	-	-	-	-	-	-	-
27	SR-125 SB ramp/Lone Star Road*	-	-	-	-	-	-	-	-	-	-	-
28	SR-125 NB ramp/Lone Star Road*	-	-	-	-	-	-	-	-	-	-	-

Source: LSA 2011

Note: Bolded and shaded values represent intersections operating at unsatisfactory LOS (E or F).

\* Future intersection

EB = eastbound; NB = northbound; SB = southbound; sec = second; WB = westbound



Intersection		Existing (2009) Plus Project			
		AM Peak Period		PM Peak Hour	
		ILV/Hr	Capacity	ILV/Hr	Capacity
6	SR-125 SB ramps/Otay Mesa Road	1,100	Under	968	Under
7	SR-125 NB ramps/Otay Mesa Road	537	Under	1,017	Under
13	SR-905 SB ramps/Siempre Viva Road	431	Under	445	Under
14	SR-905 NB ramps/Siempre Viva Road	568	Under	529	Under

Source: LSA 2011

Note: Capacity shown as Under (less than 1,200 ILV/hr), Near (1,200 to 1,500 ILV/hr), or Over (greater than 1,500 ILV/hr)

ILV/Hr = intersection lane vehicles per hour; NB = northbound; SB = southbound

Intersection		Phase 1 Without Proposed Project				Phase 1 Plus Proposed Project				Change in Delay (sec)		Significant Impact?
		AM Peak Period		PM Peak Period		AM Peak Period		PM Peak Period		AM	PM	
		Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS			
1	Caliente Avenue/Otay Mesa Road	24.8	C	28.7	C	26.4	C	29.1	C	1.6	0.4	No
2	Heritage Road/Otay Mesa Road	49.5	D	45.0	D	49.6	D	43.9	D	0.1	-1.1	No
3	Cactus Road/Otay Mesa Road	37.9	D	34.5	C	37.2	D	33.4	D	-0.7	-1.1	No
4	Britannia Boulevard/Otay Mesa Road	59.2	<b>E</b>	58.0	<b>E</b>	63.8	<b>E</b>	61.3	<b>E</b>	<b>4.6</b>	<b>3.3</b>	<b>Yes</b>
5	La Media Road/Otay Mesa Road	35.2	D	32.5	C	35.3	D	32.8	C	0.1	0.3	No
6	SR-125 SB ramps/Otay Mesa Road	23.6	C	18.5	B	25.3	C	20.0	B	1.7	1.5	No
7	SR-125 NB ramps/Otay Mesa Road	13.4	A	15.6	B	13.3	A	15.9	B	-0.1	0.3	No
8	Britannia Boulevard/Airway Road	26.7	C	27.9	C	25.0	C	27.2	C	-1.7	-0.7	No
9	La Media Road/Airway Road	51.6	<b>F</b>	12.0	B	54.3	<b>F</b>	6.0	A	<b>2.7</b>	-6.0	<b>Yes</b>
10	Cactus Road/Siempre Viva Road	20.4	C	24.1	C	20.4	C	24.1	C	0.0	0.0	No
11	Britannia Boulevard/Siempre Viva Road	32.1	C	31.0	C	32.5	C	37.4	D	0.4	6.4	No
12	La Media Road/Siempre Viva Road	9.9	A	26.8	C	10.2	B	26.8	C	0.3	0.0	No
13	SR-905 SB ramps/Siempre Viva Road	31.2	C	27.6	C	31.2	C	27.6	C	0.0	0.0	No
14	SR-905 NB ramps/Siempre Viva Road	21.6	C	16.8	B	21.6	C	16.8	B	0.0	0.0	No
15	Caliente Avenue/SR-905 WB ramps	11.5	B	9.3	A	11.6	B	9.4	A	0.1	0.1	No

**Table 5.2-11 (cont.)  
 PHASE 1 WITHOUT AND WITH PROPOSED PROJECT – INTERSECTION CONDITIONS**

Intersection		Phase 1 Without Proposed Project				Phase 1 Plus Proposed Project				Change in Delay (sec)		Significant Impact?
		AM Peak Period		PM Peak Period		AM Peak Period		PM Peak Period		AM	PM	
		Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS			
16	Caliente Avenue/SR-905 EB ramps	21.4	B	19.3	B	21.4	B	19.3	B	0.0	0.0	No
17	Heritage Road/SR-905 WB ramps*	-	-	-	-	-	-	-	-	-	-	-
18	Heritage Road/SR-905 EB ramps*	-	-	-	-	-	-	-	-	-	-	-
19	Britannia Boulevard/SR-905 WB ramps	18.1	B	24.6	C	18.8	B	23.8	C	0.7	-0.8	No
20	Britannia Boulevard/SR-905 EB ramps	20.0	C	12.8	B	19.7	C	12.7	B	-0.3	-0.1	No
21	La Media Road/SR-905 WB ramps	21.6	C	28.8	C	21.5	C	28.8	C	-0.1	0.0	No
22	La Media Road/SR-905 EB ramps	29.0	C	32.2	C	29.1	C	32.2	C	0.1	0.0	No
23	Heritage Road/Airway Road*	-	-	-	-	-	-	-	-	-	-	-
24	Cactus Road/Airway Road	17.1	B	14.1	B	17.1	B	14.1	B	0.0	0.0	No
25	Caliente Avenue/Airway Road	25.2	C	24.6	C	25.3	C	24.6	C	0.1	0.0	No
26	La Media Road/Lone Star Road*	-	-	-	-	-	-	-	-	-	-	-
27	SR-125 SB ramp/Lone Star Road*	-	-	-	-	-	-	-	-	-	-	-
28	SR-125 NB ramp/Lone Star Road*	-	-	-	-	-	-	-	-	-	-	-

Source: LSA 2011

Note: Bolded and shaded values represent intersections operating at unsatisfactory LOS (E or F).

\* Future intersection

EB = eastbound; NB = northbound; SB = southbound; sec = second; WB = westbound

**Table 5.2-12  
 PHASE 1 WITHOUT AND WITH PROPOSED PROJECT – INTERSECTION CONDITIONS (ILV METHODOLOGY)**

Intersection		Phase 1 Without Proposed Project				Phase 1 Plus Proposed Project			
		AM Peak Period		PM Peak Period		AM Peak Period		PM Peak Period	
		ILV/Hr	Capacity	ILV/Hr	Capacity	ILV/Hr	Capacity	ILV/Hr	Capacity
6	SR-125 SB ramps/Otay Mesa Road	1,493	Near	1,028	Under	<b>1,524</b>	<b>Over</b>	1,128	Under
7	SR-125 NB ramps/Otay Mesa Road	813	Under	<b>1,561</b>	<b>Over</b>	843	Under	<b>1,599</b>	<b>Over</b>
13	SR-905 SB ramps/Siempre Viva Road	434	Under	424	Under	434	Under	424	Under
14	SR-905 NB ramps/Siempre Viva Road	527	Under	516	Under	527	Under	516	Under
15	Caliente Avenue/SR-905 WB ramps	650	Under	620	Under	652	Under	622	Under
16	Caliente Avenue/SR-905 EB ramps	479	Under	437	Under	482	Under	440	Under
17	Heritage Road/SR-905 WB ramps*	-	-	-	-	-	-	-	-
18	Heritage Road/SR-905 EB ramps*	-	-	-	-	-	-	-	-
19	Britannia Boulevard/SR-905 WB ramps	454	Under	621	Under	538	Under	718	Under
20	Britannia Boulevard/SR-905 EB ramps	488	Under	508	Under	603	Under	594	Under
21	La Media Road/SR-905 WB ramps	559	Under	667	Under	559	Under	667	Under
22	La Media Road/SR-905 EB ramps	578	Under	649	Under	579	Under	649	Under
27	SR-125 SB off-ramp/Lone Star Road*	-	-	-	-	-	-	-	-
28	SR-125 NB on-ramp/Lone Star Road*	-	-	-	-	-	-	-	-

Source: LSA 2011

\* Future intersection

Note: Capacity shown as Under (less than 1,200 ILV/hr), Near (1,200 to 1,500 ILV/hr), or Over (greater than 1,500 ILV/hr)

EB = eastbound; ILV/Hr = intersection lane vehicles per hour; NB = northbound; SB = southbound; WB = westbound

## Phase 2

Figures 5.2-6a and 5.2-6b, *Phase 2 Without Proposed Project Conditions ADT and Peak Hour Traffic Volumes*, show the Phase 2 Without Proposed Project conditions ADT and AM and PM peak period traffic volumes for the study area, and Figures 5.2-7a and 5.2-7b, *Phase 2 Plus Proposed Project Conditions ADT and Peak Hour Traffic Volumes*, show the Phase 2 Plus Proposed Project ADT and AM and PM peak period traffic volumes.

Table 5.2-13, *Phase 2 Without and With Proposed Project – Intersection Conditions*, summarizes the results of the Phase 2 without and with the proposed project AM and PM peak period LOS analysis for the study area intersections utilizing the HCM methodology. As shown in this table, three of the analyzed intersections would operate at unsatisfactory LOS (E or F) without the project. Table 5.2-13 also shows that implementation of the proposed project would result in significant impacts at the following three analyzed intersections based on the City's significance thresholds of a two-second increase in delay for intersections operating at LOS E and a one-second increase in delay for intersections operating at LOS F:

- Caliente Avenue/Otay Mesa Road (LOS F during AM peak period and LOS E during PM peak period)
- Britannia Boulevard/Otay Mesa Road (LOS F during AM peak period and LOS E during PM peak period)
- La Media Road/Airway Road (LOS F during AM and PM peak periods)

Table 5.2-14, *Phase 2 Without and With Proposed Project – Intersection Conditions (ILV Methodology)*, summarizes the results of the Phase 2 without and with the proposed project AM and PM peak period analysis for the signalized intersections at the SR-905 and SR-125 interchanges utilizing the ILV methodology. As shown in this table, the following intersections would operate above the 1,500 vph ILV threshold without and with the project:

- SR-125 southbound ramps/Otay Mesa Road (AM peak hour)
- SR-125 northbound ramps/Otay Mesa Road (PM peak hour)

**Table 5.2-13  
 PHASE 2 WITHOUT AND WITH PROPOSED PROJECT – INTERSECTION LEVELS OF SERVICE**

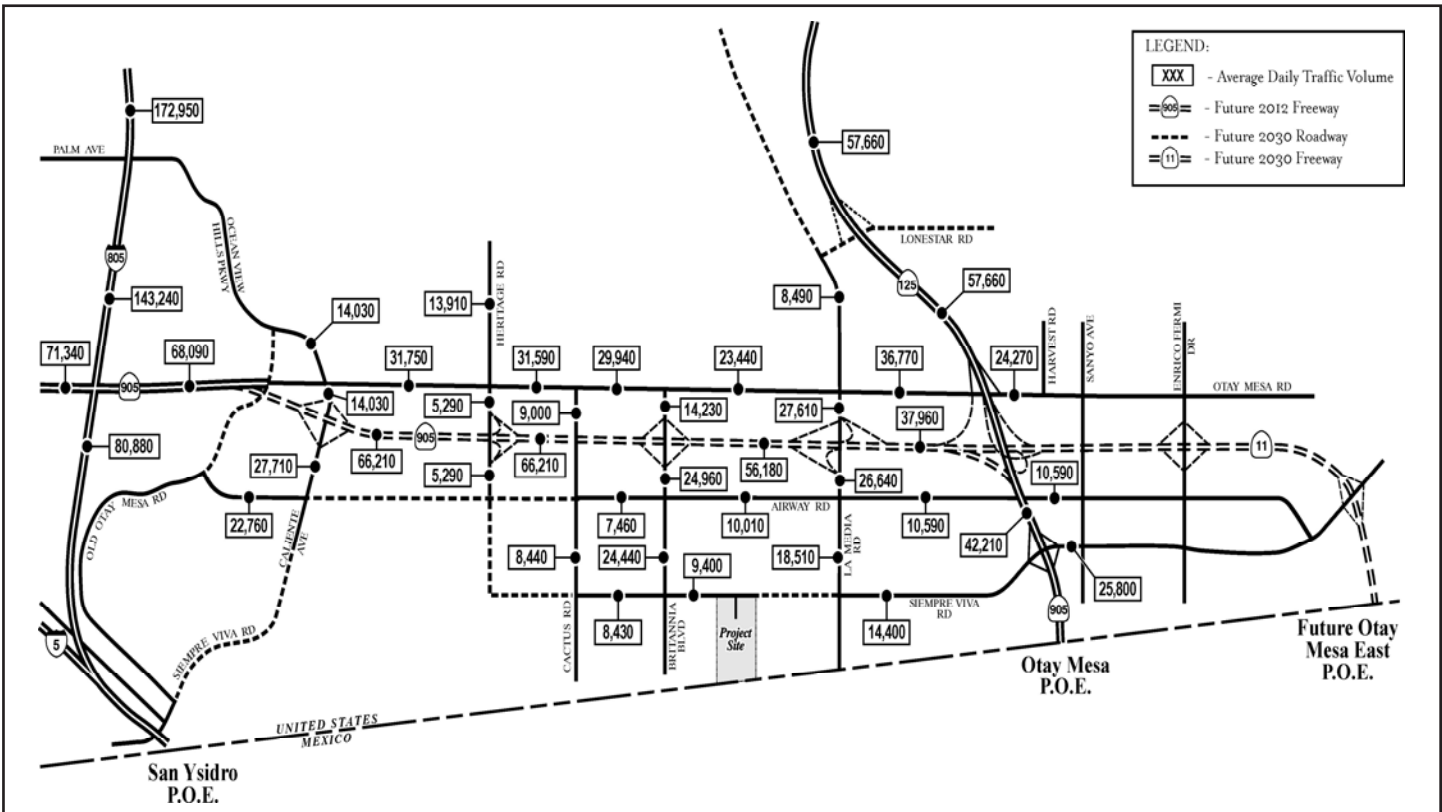
Intersection		Phase 2 Without Proposed Project				Phase 2 Plus Proposed Project				Change in Delay (sec)		Significant Impact?
		AM Peak Period		PM Peak Period		AM Peak Period		PM Peak Period		AM	PM	
		Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS			
1	Caliente Avenue/Otay Mesa Road	95.8	<b>F</b>	73.8	<b>E</b>	102.7	<b>F</b>	76.0	<b>E</b>	<b>6.9</b>	<b>2.2</b>	<b>Yes</b>
2	Heritage Road/Otay Mesa Road	35.9	D	34.4	C	37.9	D	34.3	C	2.0	-0.1	No
3	Cactus Road/Otay Mesa Road	38.4	D	28.4	C	39.0	D	27.8	C	0.6	-0.6	No
4	Britannia Boulevard/Otay Mesa Road	62.6	<b>E</b>	62.0	<b>E</b>	80.8	<b>F</b>	79.0	<b>E</b>	<b>18.2</b>	<b>17.0</b>	<b>Yes</b>
5	La Media Road/Otay Mesa Road	44.7	D	39.5	D	48.0	D	42.2	D	3.3	2.7	No
6	SR-125 SB ramps/Otay Mesa Road	25.4	C	18.6	B	32.3	C	22.4	C	6.9	3.8	No
7	SR-125 NB ramps/Otay Mesa Road	13.7	A	16.5	B	13.5	A	18.0	B	-0.2	1.5	No
8	Britannia Boulevard/Airway Road	29.7	C	29.2	C	33.1	C	30.9	C	3.4	1.7	No
9	La Media Road/Airway Road	276.1	<b>F</b>	503.2	<b>F</b>	287.0	<b>F</b>	522.8	<b>F</b>	<b>10.9</b>	<b>19.6</b>	<b>Yes</b>
10	Cactus Road/Siempre Viva Road	23.9	C	23.3	C	23.9	C	23.3	C	0.0	0.0	No
11	Britannia Boulevard/Siempre Viva Road	26.0	C	29.2	C	31.4	C	49.2	D	5.4	20.0	No
12	La Media Road/Siempre Viva Road	10.7	B	27.0	C	12.2	B	26.8	C	1.5	-0.2	No
13	SR-905 SB ramps/Siempre Viva Road	34.7	C	28.4	C	34.7	C	28.4	C	0.0	0.0	No
14	SR-905 NB ramps/Siempre Viva Road	22.0	C	17.3	B	22.0	C	17.3	B	0.0	0.0	No
15	Caliente Avenue/SR-905 WB ramps	11.2	B	9.5	A	11.5	B	9.9	A	0.3	0.4	No
16	Caliente Avenue/SR-905 EB ramps	23.6	C	23.8	C	23.6	C	23.9	C	0.0	0.1	No
17	Heritage Road/SR-905 WB ramps*	-	-	-	-	-	-	-	-	-	-	-
18	Heritage Road/SR-905 EB ramps*	-	-	-	-	-	-	-	-	-	-	-
19	Britannia Boulevard/SR-905 WB ramps	23.8	C	25.4	C	24.5	C	24.9	C	0.7	-0.5	No
20	Britannia Boulevard/SR-905 EB ramps	21.4	C	14.3	B	22.6	C	13.8	B	1.2	-0.5	No
21	La Media Road/SR-905 WB ramps	22.9	C	30.4	C	22.9	C	30.4	C	0.0	0.0	No
22	La Media Road/SR-905 EB ramps	47.8	D	54.9	D	47.9	D	54.8	D	0.1	-0.1	No
23	Heritage Road/Airway Road*	-	-	-	-	-	-	-	-	-	-	-
24	Cactus Road/Airway Road	19.2	B	13.7	B	19.2	B	13.7	B	0.0	0.0	No
25	Caliente Avenue/Airway Road	27.0	C	26.3	C	27.5	C	26.9	C	0.5	0.6	No
26	La Media Road/Lone Star Road*	-	-	-	-	-	-	-	-	-	-	-
27	SR-125 SB ramp/Lone Star Road*	-	-	-	-	-	-	-	-	-	-	-
28	SR-125 NB ramp/Lone Star Road*	-	-	-	-	-	-	-	-	-	-	-

Source: LSA 2011

Note: Bolded and shaded values represent intersections operating at unsatisfactory LOS (E or F).

\* Future intersection

EB = eastbound; NB = northbound; SB = southbound; sec = second; WB = westbound



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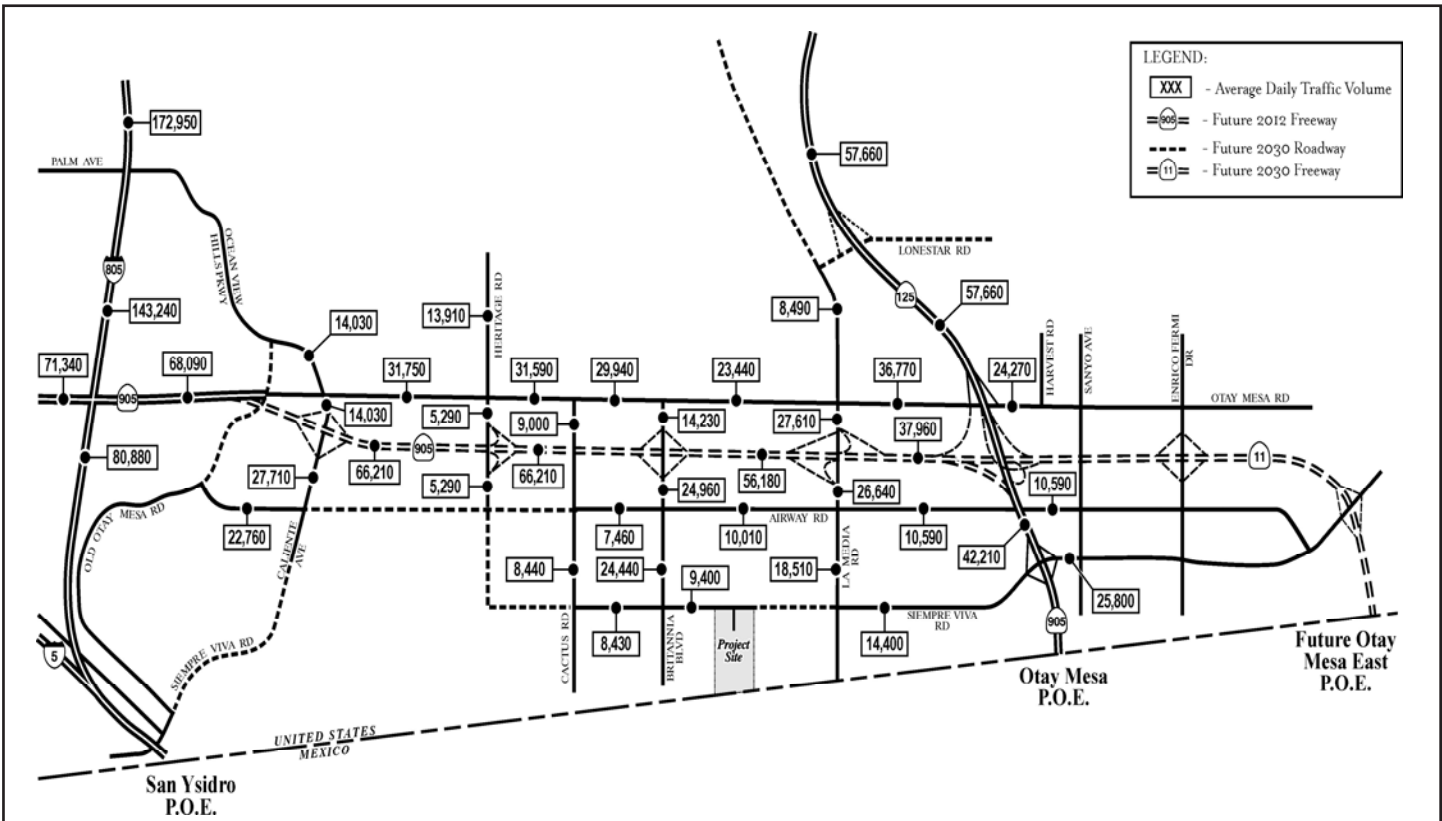
Source: LSA 2011

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**Phase 2 Without Proposed Project Conditions ADT and Peak Hour Traffic Volumes**  
**OTAY-TIJUANA CROSS BORDER FACILITY DEVELOPMENT PROJECT**

Figure 5.2-6a





<table border="1"> <tr><td>20 / 30</td><td>456 / 258</td><td>124 / 53</td><td>61 / 325</td></tr> <tr><td>30 / 20</td><td>237 / 125</td><td>10 / 10</td><td>252 / 585</td></tr> <tr><td>1400 / 1567</td><td>724 / 354</td><td>910 / 360</td><td>699 / 1477</td></tr> <tr><td>181 / 243</td><td>263 / 347</td><td>89 / 103</td><td>94 / 83</td></tr> <tr><td>143 / 272</td><td>65 / 223</td><td>130 / 40</td><td>141 / 141</td></tr> <tr><td>90 / 190</td><td>148 / 181</td><td>51 / 211</td><td>121 / 61</td></tr> <tr><td>111 / 454</td><td>58 / 80</td><td>318 / 245</td><td>263 / 339</td></tr> <tr><td>406 / 156</td><td>1342 / 871</td><td>109 / 49</td><td>589 / 758</td></tr> <tr><td>139 / 299</td><td>73 / 80</td><td>201 / 98</td><td>97 / 171</td></tr> <tr><td>123 / 114</td><td>1658 / 871</td><td>141 / 149</td><td>102 / 117</td></tr> <tr><td>69 / 173</td><td>376 / 408</td><td>371 / 63</td><td>48 / 153</td></tr> <tr><td>160 / 166</td><td>315 / 271</td><td>392 / 359</td><td>57 / 53</td></tr> <tr><td>1255 / 949</td><td>206 / 225</td><td>302 / 270</td><td>510 / 399</td></tr> <tr><td>327 / 482</td><td>133 / 242</td><td>564 / 510</td><td>500 / 300</td></tr> <tr><td>1161 / 1243</td><td>162 / 293</td><td>190 / 164</td><td>45 / 174</td></tr> <tr><td>114 / 175</td><td>82 / 124</td><td>522 / 874</td><td>70 / 130</td></tr> <tr><td>119 / 90</td><td>167 / 161</td><td>110 / 72</td><td>120 / 165</td></tr> <tr><td>165 / 76</td><td>47 / 203</td><td>162 / 160</td><td>52 / 57</td></tr> <tr><td>490 / 392</td><td>466 / 736</td><td>425 / 562</td><td>72 / 105</td></tr> <tr><td></td><td>1 / 3</td><td>20 / 119</td><td>268 / 77</td><td>46 / 115</td></tr> <tr><td></td><td>1 / 1</td><td>0 / 3</td><td>0 / 1</td><td>2 / 9</td></tr> <tr><td></td><td>0 / 3</td><td>0 / 2</td><td>13 / 109</td><td>1 / 51</td></tr> <tr><td></td><td>0 / 2</td><td>2 / 5</td><td>275 / 203</td><td>475 / 520</td></tr> <tr><td></td><td>270 / 361</td><td>30 / 216</td><td>583 / 303</td><td>52 / 247</td></tr> <tr><td></td><td>88 / 227</td><td>728 / 439</td><td>223 / 41</td><td>317 / 711</td></tr> <tr><td></td><td>0 / 2</td><td>271 / 184</td><td>331 / 723</td><td>314 / 168</td></tr> <tr><td></td><td>314 / 168</td><td>1340 / 1361</td><td>43 / 55</td><td></td></tr> </table>	20 / 30	456 / 258	124 / 53	61 / 325	30 / 20	237 / 125	10 / 10	252 / 585	1400 / 1567	724 / 354	910 / 360	699 / 1477	181 / 243	263 / 347	89 / 103	94 / 83	143 / 272	65 / 223	130 / 40	141 / 141	90 / 190	148 / 181	51 / 211	121 / 61	111 / 454	58 / 80	318 / 245	263 / 339	406 / 156	1342 / 871	109 / 49	589 / 758	139 / 299	73 / 80	201 / 98	97 / 171	123 / 114	1658 / 871	141 / 149	102 / 117	69 / 173	376 / 408	371 / 63	48 / 153	160 / 166	315 / 271	392 / 359	57 / 53	1255 / 949	206 / 225	302 / 270	510 / 399	327 / 482	133 / 242	564 / 510	500 / 300	1161 / 1243	162 / 293	190 / 164	45 / 174	114 / 175	82 / 124	522 / 874	70 / 130	119 / 90	167 / 161	110 / 72	120 / 165	165 / 76	47 / 203	162 / 160	52 / 57	490 / 392	466 / 736	425 / 562	72 / 105		1 / 3	20 / 119	268 / 77	46 / 115		1 / 1	0 / 3	0 / 1	2 / 9		0 / 3	0 / 2	13 / 109	1 / 51		0 / 2	2 / 5	275 / 203	475 / 520		270 / 361	30 / 216	583 / 303	52 / 247		88 / 227	728 / 439	223 / 41	317 / 711		0 / 2	271 / 184	331 / 723	314 / 168		314 / 168	1340 / 1361	43 / 55	
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6 SR-125 SB Ramps/Otay Mesa Rd	7 SR-125 NB Ramps/Otay Mesa Rd	8 Britannia Blvd/Airway Rd	9 La Media Rd/Airway Rd	10 Cactus Rd/Siempre Viva Rd																																																																																																																																																																																																																																																																																													
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**Legend**

123 / 456 AM / PM Volume

Source: LSA 2011

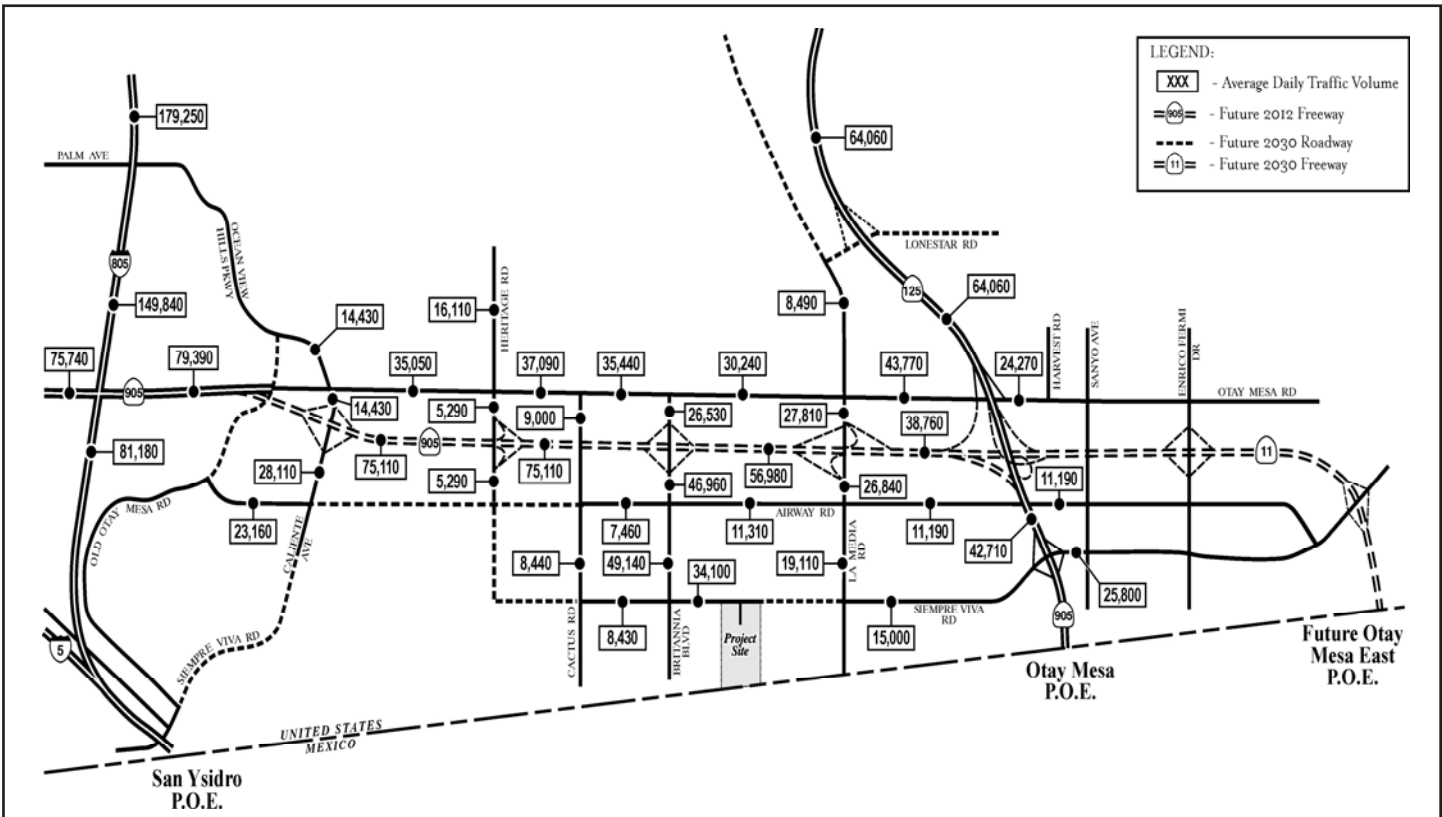
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**Phase 2 Without Proposed Project Conditions ADT and Peak Hour Traffic Volumes**  
OTAY-TIJUANA CROSS BORDER FACILITY DEVELOPMENT PROJECT

Figure 5.2-6b







<p>20 / 30 ← 461 / 264 ↑ 133 / 62 30 / 20 307 / 188 → 10 / 10</p> <p>20 / 70 256 / 590 → 1260 / 931</p> <p>68 / 334 84 / 150 405 / 970</p> <p>1 Caliente Ave/Otay Mesa Rd</p>	<p>111 / 454 58 / 80 372 / 297</p> <p>406 / 156 1420 / 943 109 / 49</p> <p>303 / 390 646 / 831 97 / 171</p> <p>139 / 299 73 / 80 201 / 98</p> <p>2 Heritage Rd/Otay Mesa Rd</p>	<p>102 / 117 48 / 53</p> <p>123 / 114 1790 / 994 141 / 149</p> <p>57 / 53 853 / 1285 434 / 200</p> <p>69 / 173 160 / 166</p> <p>3 Cactus Rd/Otay Mesa Rd</p>	<p>2 / 8 17 / 54 5 / 15</p> <p>14 / 7 1255 / 949 338 / 348</p> <p>8 / 4 857 / 1068 489 / 633</p> <p>399 / 394 51 / 25 629 / 551</p> <p>4 Britannia Blvd/Otay Mesa Rd</p>	<p>19 / 49 72 / 196 94 / 167</p> <p>39 / 22 1280 / 1395 114 / 175</p> <p>177 / 152 1046 / 1537 333 / 438</p> <p>119 / 90 165 / 76 493 / 397</p> <p>5 La Media Rd/Otay Mesa Rd</p>
<p>876 / 494 910 / 360</p> <p>1511 / 1709 → 699 / 1477</p> <p>6 SR-125 SB Ramps/Otay Mesa Rd</p>	<p>240 / 860 699 / 1477</p> <p>429 / 1180 1422 / 1558</p> <p>7 SR-125 NB Ramps/Otay Mesa Rd</p>	<p>913 / 828 315 / 271</p> <p>-10 / -8 -18 / -29 768 / 910 65 / 101</p> <p>392 / 359 68 / 63</p> <p>8 Britannia Blvd/Airway Rd</p>	<p>138 / 247 564 / 510 500 / 300</p> <p>165 / 298 200 / 177 60 / 194</p> <p>250 / 400 214 / 214 131 / 85</p> <p>100 / 146 522 / 874 70 / 130</p> <p>9 La Media Rd/Airway Rd</p>	<p>167 / 161 110 / 72</p> <p>120 / 165 52 / 57</p> <p>162 / 160 47 / 203</p> <p>10 Cactus Rd/Siempre Viva Rd</p>
<p>181 / 243 263 / 347 695 / 690</p> <p>143 / 272 65 / 223 130 / 40</p> <p>90 / 190 148 / 181 51 / 211</p> <p>544 / 663 141 / 141 121 / 61</p> <p>148 / 181 51 / 211</p> <p>11 Britannia Blvd/Siempre Viva Rd</p>	<p>1 / 3 20 / 119 283 / 97</p> <p>1 / 1 0 / 3 0 / 2</p> <p>64 / 137 2 / 9 1 / 51</p> <p>13 / 109 2 / 5</p> <p>12 La Media Rd/Siempre Viva Rd</p>	<p>275 / 203 583 / 303</p> <p>270 / 361 30 / 216</p> <p>475 / 520 52 / 247</p> <p>13 SR-905 SB Ramps/Siempre Viva Rd</p>	<p>317 / 711 331 / 723</p> <p>88 / 227 728 / 439</p> <p>223 / 41 0 / 2 271 / 184</p> <p>14 SR-905 NB Ramps/Siempre Viva Rd</p>	<p>466 / 736 430 / 568</p> <p>76 / 110 10 / 10 53 / 69</p> <p>314 / 168 1340 / 1361</p> <p>15 Caliente Ave/SR-905 WB Ramps</p>

Legend  
123 / 456 AM / PM Volume

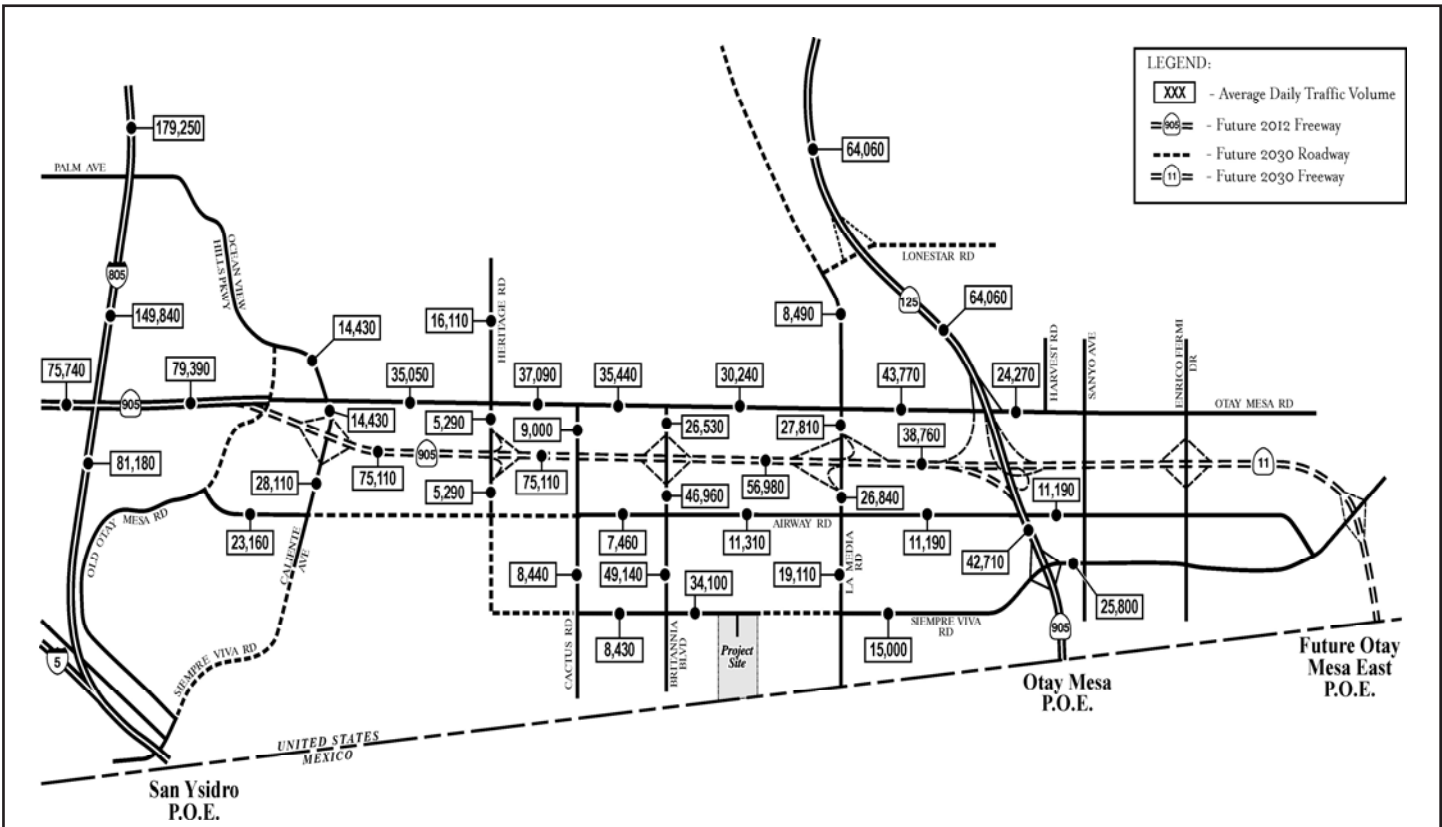
Source: LSA 2011

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## Phase 2 Plus Proposed Project Conditions ADT and Peak Hour Traffic Volumes OTAY-TIJUANA CROSS BORDER FACILITY DEVELOPMENT PROJECT

Figure 5.2-7a





<p>16 Calleinte Ave/SR-905 EB Ramps</p>	<p>Future Intersection</p> <p>17 Heritage Rd/SR-905 WB Ramps</p>	<p>Future Intersection</p> <p>18 Heritage Rd/SR-905 EB Ramps</p>	<p>19 Britannia Blvd/SR-905 WB Ramps</p>	<p>20 Britannia Blvd/SR-905 EB Ramps</p>
<p>21 La Media Rd/SR-905 WB Ramps</p>	<p>22 La Media Rd/SR-905 EB Ramps</p>	<p>Future Intersection</p> <p>23 Heritage Rd/Airway Rd</p>	<p>24 Cactus Rd/Airway Rd</p>	<p>25 Calleinte Ave/Airway Rd</p>
<p>Future Intersection</p> <p>26 La Media Rd/Lone Star Rd</p>	<p>Future Intersection</p> <p>27 SR-125 SB off-ramp/Lone Star Rd</p>	<p>Future Intersection</p> <p>28 SR-125 NB on-ramp/Lone Star Rd</p>		

Legend  
123 / 456 AM / PM Volume

Source: LSA 2011

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**Phase 2 Plus Proposed Project Conditions ADT and Peak Hour Traffic Volumes**  
OTAY-TIJUANA CROSS BORDER FACILITY DEVELOPMENT PROJECT

Figure 5.2-7b



**Table 5.2-14  
 PHASE 2 WITHOUT AND WITH PROPOSED PROJECT – INTERSECTION CONDITIONS (ILV METHODOLOGY)**

Intersection		Phase 2 Without Proposed Project				Phase 2 Plus Proposed Project			
		AM Peak Period		PM Peak Period		AM Peak Period		PM Peak Period	
		ILV/Hr	Capacity	ILV/Hr	Capacity	ILV/Hr	Capacity	ILV/Hr	Capacity
6	SR-125 SB ramps/Otay Mesa Road	<b>1,610</b>	<b>Over</b>	1,144	Under	<b>1,666</b>	<b>Over</b>	1,349	Under
7	SR-125 NB ramps/Otay Mesa Road	870	Under	<b>1,688</b>	<b>Over</b>	926	Under	<b>1,759</b>	<b>Over</b>
13	SR-905 SB ramps/Siempre Viva Road	476	Under	468	Under	476	Under	468	Under
14	SR-905 NB ramps/Siempre Viva Road	584	Under	568	Under	584	Under	568	Under
15	Caliente Avenue/SR-905 WB ramps	899	Under	870	Under	903	Under	875	Under
16	Caliente Avenue/SR-905 EB ramps	760	Under	725	Under	769	Under	736	Under
17	Heritage Road/SR-905 WB ramps*	-	-	-	-	-	-	-	-
18	Heritage Road/SR-905 EB ramps*	-	-	-	-	-	-	-	-
19	Britannia Boulevard/SR-905 WB ramps	825	Under	817	Under	998	Under	1,033	Under
20	Britannia Boulevard/SR-905 EB ramps	697	Under	633	Under	937	Under	800	Under
21	La Media Road/SR-905 WB ramps	759	Under	1,121	Under	759	Under	1,121	Under
22	La Media Road/SR-905 EB ramps	831	Under	855	Under	833	Under	855	Under
27	SR-125 SB off-ramp/Lone Star Road*	-	-	-	-	-	-	-	-
28	SR-125 NB on-ramp/Lone Star Road*	-	-	-	-	-	-	-	-

Source: LSA 2011

\* Future intersection

Note: Capacity shown as Under (less than 1,200 ILV/hr), Near (1,200 to 1,500 ILV/hr), or Over (greater than 1,500 ILV/hr)

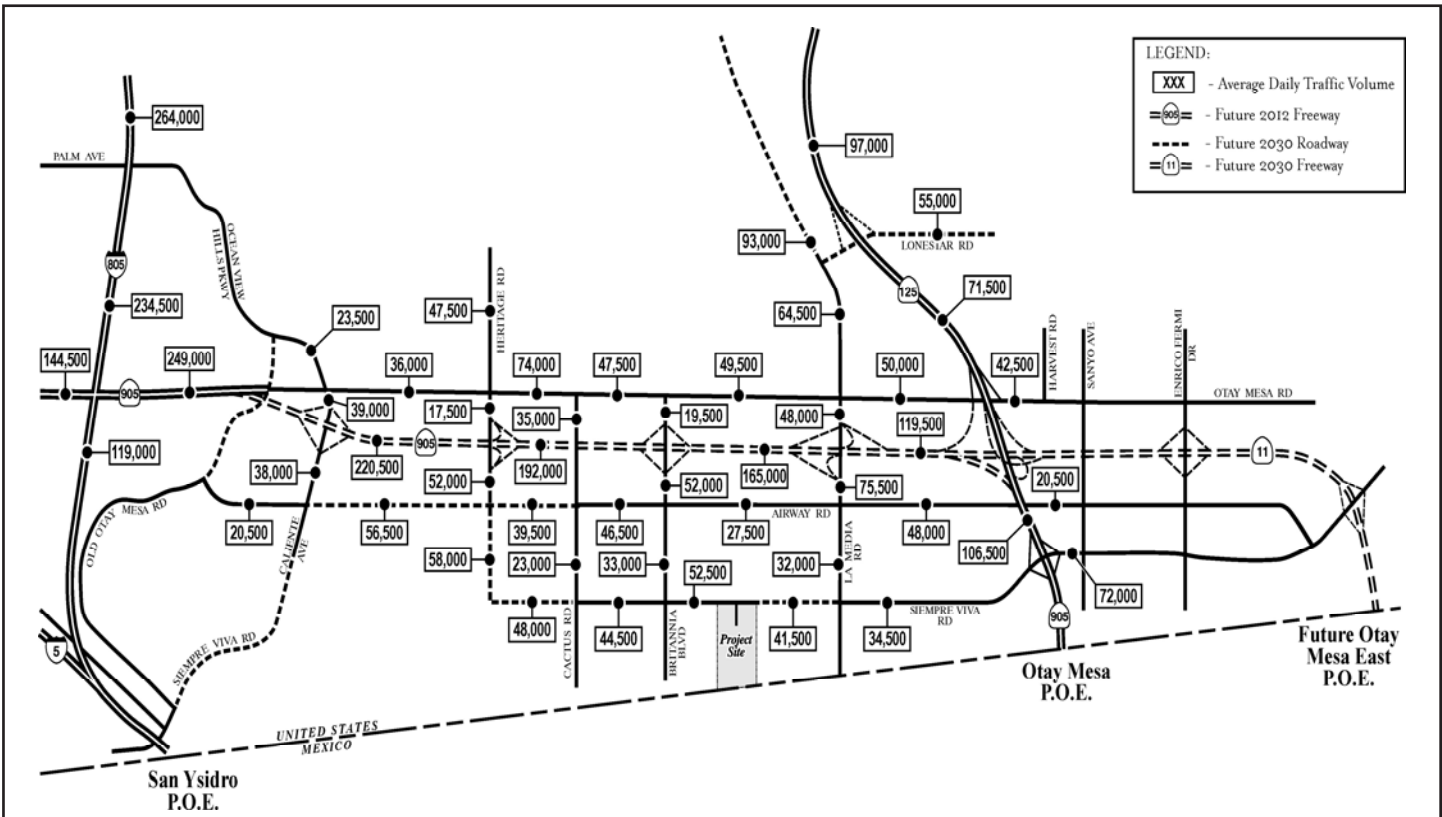
EB = eastbound; ILV/Hr = intersection lane vehicles per hour; NB = northbound; SB = southbound; WB = westbound

## Buildout

Figures 5.2-8a and 5.2-8b, *Buildout Adopted Community Plan Without Proposed Project Conditions ADT and Peak Hour Traffic Volumes*, show the Buildout Adopted Community Plan Without Proposed Project conditions ADT and AM and PM peak period traffic volumes for the study area, and Figures 5.2-9a and 5.2-9b, *Buildout Adopted Community Plan Plus Proposed Project Conditions ADT and Peak Hour Traffic Volumes*, show the Buildout Adopted Community Plan Plus Proposed Project ADT and AM and PM peak period traffic volumes.

Table 5.2-15, *Buildout Adopted Community Plan Without and With Proposed Project – Intersection Conditions*, summarizes the results of the Buildout Adopted Community Plan without and with the proposed project AM and PM peak period LOS analysis for the study area intersections utilizing the HCM methodology. As shown in this table, 26 of the analyzed intersections would operate at unsatisfactory LOS (E or F) without the project. Table 5.2-15 also shows that implementation of the proposed project would result in significant impacts at the following 24 analyzed intersections based on the City’s significance thresholds of a two-second increase in delay for intersections operating at LOS E and a one-second increase in delay for intersections operating at LOS F:

- Caliente Avenue/Otay Mesa Road (LOS F during AM and PM peak periods)
- Heritage Road/Otay Mesa Road (LOS F during AM and PM peak periods)
- Cactus Road/Otay Mesa Road (LOS F during AM and PM peak periods)
- La Media Road/Otay Mesa Road (LOS F during AM and PM peak periods)
- SR-125 southbound ramps/Otay Mesa Road (LOS F during AM peak period)
- Britannia Boulevard/Airway Road (LOS F during AM and PM peak periods)
- La Media Road/Airway Road (LOS F during AM and PM peak periods)
- Cactus Road/Siempre Viva Road (LOS F during AM and PM peak periods)
- Britannia Boulevard/Siempre Viva Road (LOS F during AM and PM peak periods)
- La Media Road/Siempre Viva Road (LOS F during AM and PM peak periods)
- SR-905 southbound ramps/Siempre Viva Road (LOS F during AM and PM peak periods)
- SR-905 northbound ramps/Siempre Viva Road (LOS F during AM and PM peak periods)
- Caliente Avenue/SR-905 westbound ramps (LOS F during AM and PM peak periods)
- Caliente Avenue/SR-905 eastbound ramps (LOS F during AM and PM peak periods)
- Heritage Road/SR-905 westbound ramps (LOS F during PM peak period)
- Heritage Road/SR-905 eastbound ramps (LOS F during AM and PM peak periods)
- Britannia Boulevard/SR-905 westbound ramps (LOS F during AM and PM peak periods)
- Britannia Boulevard/SR-905 eastbound ramps (LOS F during AM and PM peak periods)
- La Media Road/SR-905 westbound ramps (LOS F during AM and PM peak periods)
- La Media Road/SR-905 eastbound ramps (LOS F during AM and PM peak periods)
- Heritage Road/Airway Road (LOS F during AM and PM peak periods)
- Cactus Road/Airway Road (LOS F during AM and PM peak periods)
- Caliente Avenue/Airway Road (LOS F during AM and PM peak periods)
- La Media Road/Lone Star Road (LOS F during AM and PM peak periods)



<p>1 Caliente Ave/Otay Mesa Rd</p> <p>115 / 150 555 / 320 960 / 620 150 / 150 1390 / 1390 810 / 810</p> <p>410 / 610 550 / 660 1675 / 1015</p> <p>525 / 930 710 / 1265 880 / 1430</p>	<p>2 Heritage Rd/Otay Mesa Rd</p> <p>670 / 695 740 / 535 1970 / 665</p> <p>980 / 700 1835 / 1300 510 / 365</p> <p>335 / 365 440 / 295 495 / 460</p> <p>875 / 2200 1210 / 1340 380 / 615</p>	<p>3 Cactus Rd/Otay Mesa Rd</p> <p>100 / 10 50 / 5 100 / 10</p> <p>10 / 10 2370 / 1675 1370 / 880</p> <p>900 / 1310 5 / 5 670 / 860</p> <p>5 / 5 1795 / 2025 745 / 625</p>	<p>4 Britannia Blvd/Otay Mesa Rd</p> <p>2620 / 1945 430 / 600</p> <p>1940 / 2065 530 / 870</p> <p>415 / 580 760 / 530</p>	<p>5 La Media Rd/Otay Mesa Rd</p> <p>1075 / 760 1445 / 1010 820 / 810</p> <p>675 / 990 1440 / 1050 675 / 1185</p> <p>1225 / 790 1310 / 1230 840 / 770</p> <p>560 / 1000 865 / 1240 560 / 950</p>
<p>6 SR-125 SB Ramps/Otay Mesa Rd</p> <p>540 / 350 1400 / 500</p> <p>1735 / 2005</p> <p>1190 / 1445</p>	<p>7 SR-125 NB Ramps/Otay Mesa Rd</p> <p>615 / 1465 1190 / 1445</p> <p>250 / 800 2885 / 1705</p>	<p>8 Britannia Blvd/Airway Rd</p> <p>1290 / 510 2115 / 1245 1550 / 715</p> <p>445 / 1230 345 / 1305 645 / 585</p> <p>585 / 645 650 / 1475 180 / 970</p> <p>620 / 1515 620 / 265 970 / 180</p>	<p>9 La Media Rd/Airway Rd</p> <p>1350 / 650 2000 / 800 2005 / 1395</p> <p>630 / 1100 535 / 1000 440 / 115</p> <p>115 / 465 1035 / 1465 260 / 300</p> <p>1400 / 2060 1000 / 535 315 / 250</p>	<p>10 Cactus Rd/Siempre Viva Rd</p> <p>50 / 150 470 / 120 1280 / 680</p> <p>150 / 25 1310 / 1500 990 / 250</p> <p>250 / 990 120 / 470 230 / 900</p> <p>830 / 1200 1500 / 1360 900 / 230</p>
<p>11 Britannia Blvd/Siempre Viva Rd</p> <p>700 / 365 1130 / 815 620 / 300</p> <p>365 / 700 1025 / 2330 1180 / 300</p> <p>300 / 1180 115 / 430 385 / 1490</p> <p>300 / 800 2480 / 995 1490 / 385</p>	<p>12 La Media Rd/Siempre Viva Rd</p> <p>1500 / 350 900 / 700</p> <p>350 / 1500 1835 / 2140</p> <p>350 / 350</p> <p>775 / 900 2770 / 1835</p>	<p>13 SR-905 SB Ramps/Siempre Viva Rd</p> <p>1420 / 3885 350 / 525</p> <p>2630 / 1105 2370 / 930 500 / 1130</p> <p>2620 / 950</p>	<p>14 SR-905 NB Ramps/Siempre Viva Rd</p> <p>850 / 2585 3190 / 2250</p> <p>515 / 2640 2300 / 1730</p> <p>570 / 330 1120 / 525</p>	<p>15 Caliente Ave/SR-905 WB Ramps</p> <p>1090 / 750 1155 / 1260</p> <p>365 / 700 1025 / 2330 1180 / 300</p> <p>300 / 1180 115 / 430 385 / 1490</p> <p>245 / 245 5 / 5 235 / 235</p>

**Legend**

123 / 456 AM / PM Volume

Source: LSA 2011

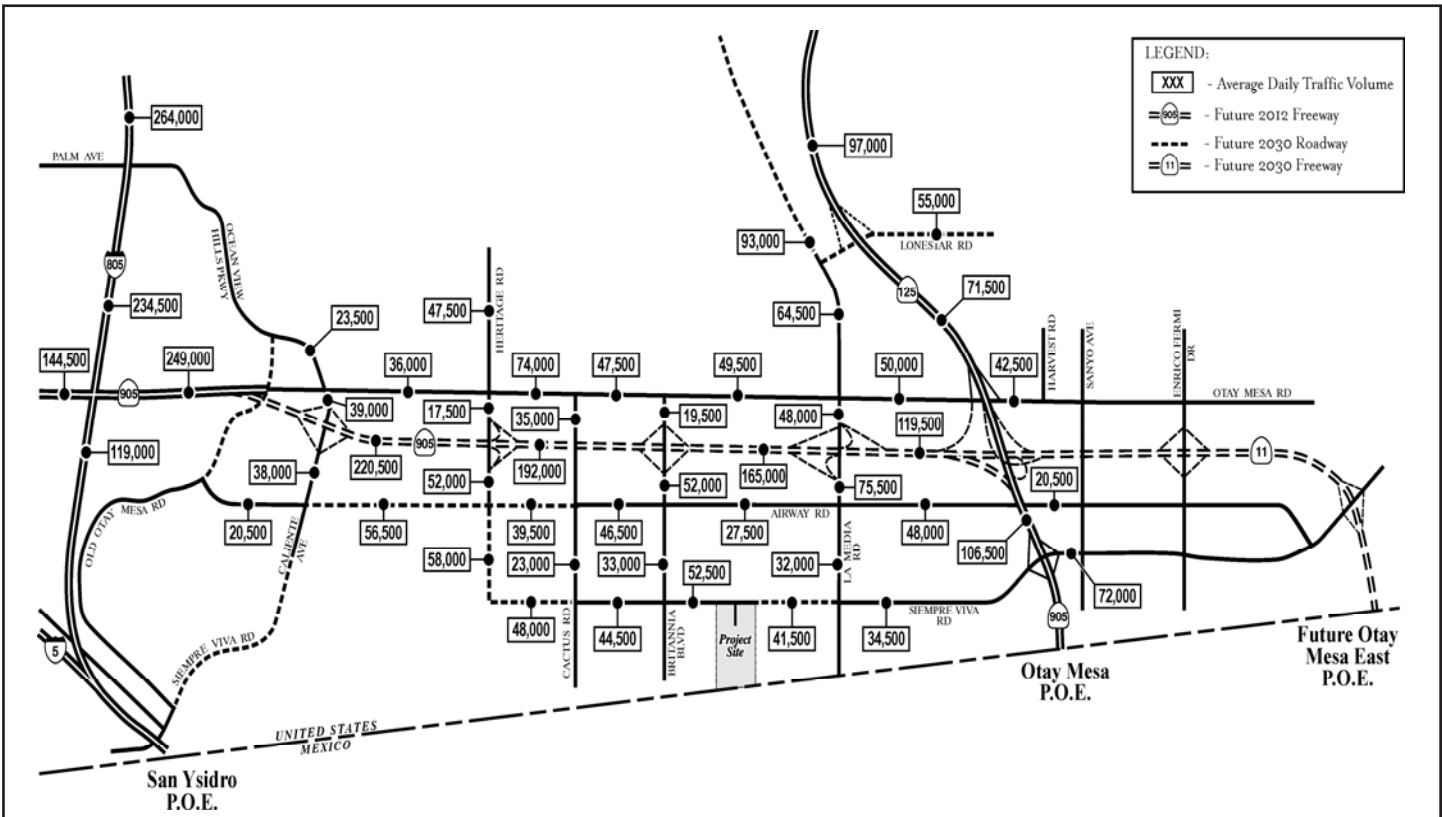
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**Buildout Adopted Community Plan  
Without Proposed Project Conditions ADT and Peak Hour Traffic Volumes  
OTAY-TIJUANA CROSS BORDER FACILITY DEVELOPMENT PROJECT**

Figure 5.2-8a







<p>16 Callejete Ave/SR-905 EB Ramps</p> <p>1145 / 1450 245 / 245</p> <p>1115 / 1125 5 / 5</p> <p>1030 / 705</p> <p>2000 / 2115 235 / 235</p>	<p>17 Heritage Rd/SR-905 WB Ramps</p> <p>1650 / 1500 250 / 600</p> <p>170 / 150 380 / 150</p> <p>1820 / 1730 600 / 1530</p>	<p>18 Heritage Rd/SR-905 EB Ramps</p> <p>1880 / 1480 150 / 170</p> <p>580 / 250 1500 / 540</p> <p>1840 / 3010 150 / 340</p>	<p>19 Britannia Blvd/SR-905 WB Ramps</p> <p>300 / 575 600 / 895</p> <p>210 / 220 5 / 5</p> <p>1300 / 300</p> <p>965 / 2630 900 / 890</p>	<p>20 Britannia Blvd/SR-905 EB Ramps</p> <p>1760 / 945 200 / 250</p> <p>400 / 400 5 / 5</p> <p>3195 / 1525</p> <p>1465 / 3120 250 / 1100</p>
<p>21 La Media Rd/SR-905 WB Ramps</p> <p>90 / 380 2590 / 2765</p> <p>570 / 350 30 / 85</p> <p>1050 / 500</p> <p>90 / 380 225 / 655</p> <p>195 / 570 2715 / 2000</p> <p>1055 / 2310</p>	<p>22 La Media Rd/SR-905 EB Ramps</p> <p>300 / 575 2915 / 2045</p> <p>440 / 1140 730 / 1640</p> <p>265 / 305</p> <p>1300 / 1400 2440 / 800</p> <p>400 / 1145 2665 / 3480</p>	<p>23 Heritage Rd/Airway Rd</p> <p>610 / 960 1625 / 620 1145 / 440</p> <p>440 / 1140 730 / 1640</p> <p>265 / 305</p> <p>950 / 600 1320 / 735 1650 / 640</p> <p>640 / 1650 600 / 1610 550 / 485</p>	<p>24 Cactus Rd/Airway Rd</p> <p>365 / 500 740 / 220 865 / 980</p> <p>980 / 870 620 / 1360</p> <p>800 / 250</p> <p>415 / 390 1400 / 865 620 / 240</p> <p>240 / 600 250 / 810 250 / 800</p>	<p>25 Callejete Ave/Airway Rd</p> <p>375 / 285 520 / 1080 1320 / 880</p> <p>860 / 1295 415 / 615</p> <p>1000 / 1930</p> <p>430 / 430 620 / 620 330 / 330</p> <p>325 / 330 910 / 725 1500 / 960</p>
<p>26 La Media Rd/Lone Star Rd</p> <p>535 / 130 3890 / 2620 1900 / 540</p> <p>540 / 1900 200 / 50</p> <p>550 / 425</p> <p>130 / 535 50 / 200 95 / 380</p> <p>380 / 95 2630 / 3920</p> <p>425 / 550</p>	<p>27 SR-125 SB off-ramp/Lone Star Rd</p> <p>400 / 350 1525 / 855</p> <p>890 / 2025</p> <p>2375 / 1290</p>	<p>28 SR-125 NB on-ramp/Lone Star Rd</p> <p>870 / 1600 890 / 2025</p> <p>350 / 400 3550 / 1745</p>		

**Legend**

123 / 456 AM / PM Volume

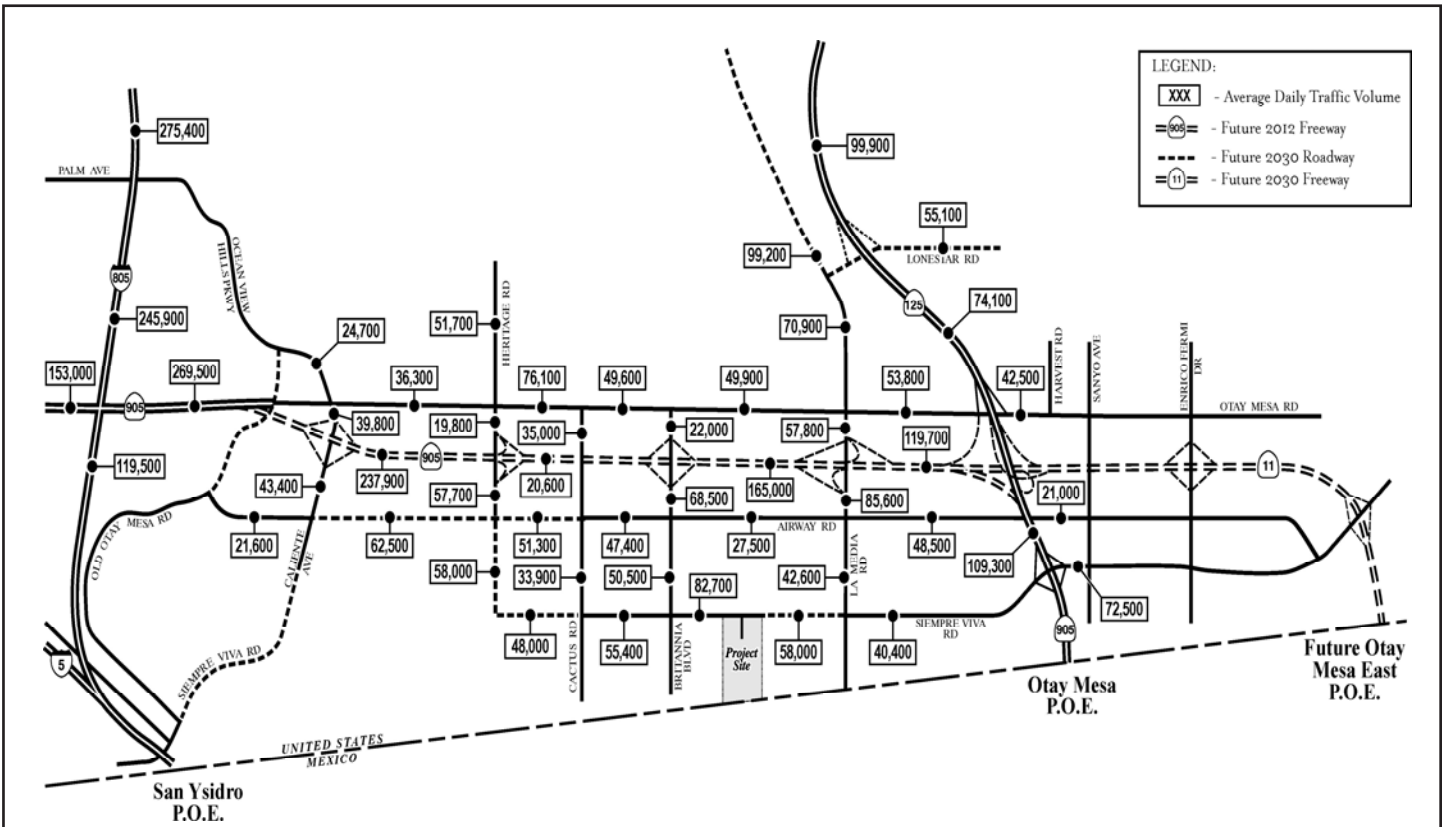
Source: LSA 2011

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**Buildout Adopted Community Plan  
Without Proposed Project Conditions ADT and Peak Hour Traffic Volumes  
OTAY-TIJUANA CROSS BORDER FACILITY DEVELOPMENT PROJECT**

Figure 5.2-8b





**LEGEND:**

- XXX - Average Daily Traffic Volume
- == - Future 2012 Freeway
- - - - Future 2030 Roadway
- == - Future 2030 Freeway

<p>1 Caliente Ave/Otay Mesa Rd</p> <p>115 / 150 585 / 342 970 / 628 530 / 940 710 / 1265 880 / 1430</p> <p>150 / 150 1390 / 1390 810 / 810</p> <p>410 / 610 565 / 689 1675 / 1015</p>	<p>2 Heritage Rd/Otay Mesa Rd</p> <p>670 / 695 814 / 590 2027 / 708</p> <p>907 / 2254 1215 / 1349 380 / 615</p> <p>980 / 700 1844 / 1307 512 / 366</p> <p>336 / 366 480 / 365 495 / 460</p>	<p>3 Cactus Rd/Otay Mesa Rd</p> <p>100 / 10 50 / 5 100 / 10</p> <p>5 / 5 1832 / 2088 745 / 625</p> <p>10 / 10 2436 / 1725 1370 / 880</p> <p>900 / 1310 5 / 5 670 / 860</p>	<p>4 Britannia Blvd/Otay Mesa Rd</p> <p>2620 / 1945 496 / 650</p> <p>1940 / 2065 543 / 879</p>	<p>5 La Media Rd/Otay Mesa Rd</p> <p>1075 / 760 1634 / 1154 820 / 810</p> <p>560 / 1000 878 / 1249 664 / 1028</p> <p>675 / 990 1446 / 1063 675 / 1185</p> <p>1225 / 790 1418 / 1408 898 / 807</p>
<p>6 SR-125 SB Ramps/Otay Mesa Rd</p> <p>612 / 406 1400 / 1500</p> <p>1779 / 2072 1190 / 1445</p>	<p>7 SR-125 NB Ramps/Otay Mesa Rd</p> <p>615 / 1465 1190 / 1445</p> <p>294 / 867 2885 / 1705</p>	<p>8 Britannia Blvd/Airway Rd</p> <p>1290 / 510 2634 / 1633 1550 / 715</p> <p>620 / 1515 620 / 265 970 / 180</p> <p>445 / 1230 345 / 1305 664 / 598</p> <p>601 / 676 934 / 1967 180 / 970</p>	<p>9 La Media Rd/Airway Rd</p> <p>1350 / 650 2300 / 1028 2005 / 1395</p> <p>1400 / 2060 1000 / 535 334 / 263</p> <p>630 / 1100 535 / 1000 440 / 115</p> <p>115 / 465 1206 / 1747 269 / 318</p>	<p>10 Cactus Rd/Siempre Viva Rd</p> <p>50 / 150 470 / 120 1630 / 943</p> <p>1016 / 1518 1500 / 1360 900 / 230</p> <p>150 / 25 1310 / 1500 990 / 250</p> <p>250 / 990 120 / 470 230 / 900</p>
<p>11 Britannia Blvd/Siempre Viva Rd</p> <p>700 / 365 1130 / 815 1247 / 761</p> <p>637 / 1411 2666 / 1313 1490 / 385</p> <p>365 / 700 1375 / 2593 1180 / 300</p> <p>300 / 1180 115 / 430 385 / 1490</p>	<p>12 La Media Rd/Siempre Viva Rd</p> <p>1819 / 592 900 / 700</p> <p>775 / 900 2979 / 1985</p> <p>530 / 1800 1939 / 2342</p> <p>350 / 350</p>	<p>13 SR-905 SB Ramps/Siempre Viva Rd</p> <p>2710 / 1167</p> <p>2426 / 970 500 / 1130</p> <p>1477 / 3977 369 / 561</p> <p>2620 / 950</p>	<p>14 SR-905 NB Ramps/Siempre Viva Rd</p> <p>515 / 2640 2319 / 1743</p> <p>898 / 2659 3199 / 2268</p> <p>607 / 357 1120 / 525</p>	<p>15 Caliente Ave/SR-905 WB Ramps</p> <p>1090 / 750 1185 / 1282</p> <p>260 / 274 5 / 5 250 / 270</p> <p>764 / 1238 2390 / 2040</p>

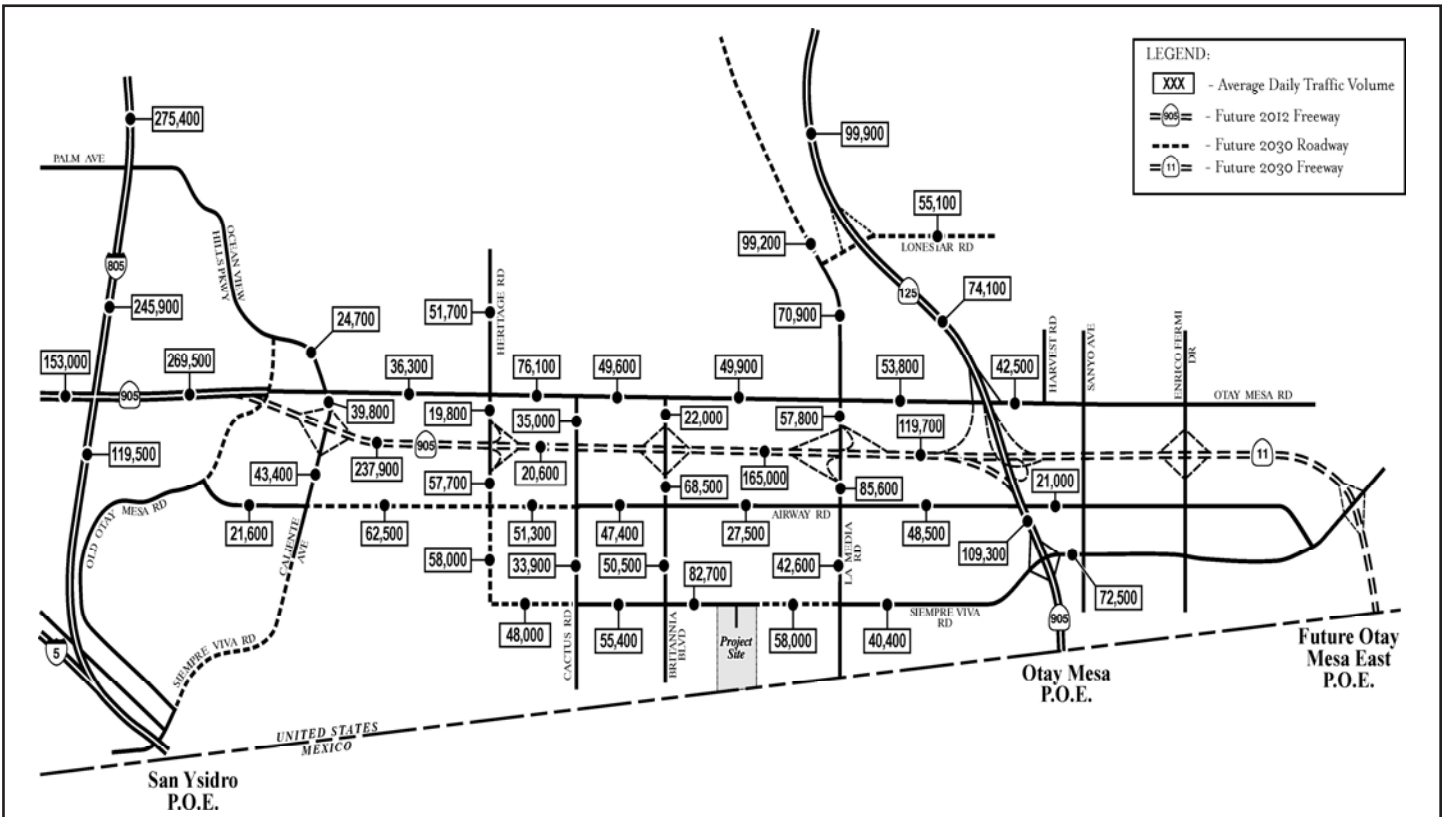
**Legend**  
123 / 456 AM / PM Volume

Source: LSA 2011  
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**Buildout Adopted Community Plan  
Plus Proposed Project Conditions ADT and Peak Hour Traffic Volumes  
OTAY-TIJUANA CROSS BORDER FACILITY DEVELOPMENT PROJECT**

Figure 5.2-9a





<p>16 Caliente Ave/SR-905 EB Ramps</p> <p>1160 / 1485 275 / 267</p> <p>1115 / 1125 5 / 5 1135 / 793</p> <p>2074 / 2208 270 / 259</p>	<p>17 Heritage Rd/SR-905 WB Ramps</p> <p>1725 / 1556 250 / 600</p> <p>209 / 219 380 / 150</p> <p>1822 / 1733 699 / 1715</p>	<p>18 Heritage Rd/SR-905 EB Ramps</p> <p>1883 / 1482 222 / 224</p> <p>580 / 250 1693 / 681</p> <p>1941 / 3198 150 / 340</p>	<p>19 Britannia Blvd/SR-905 WB Ramps</p> <p>300 / 575 680 / 954</p> <p>210 / 220 5 / 5 1300 / 300</p> <p>1206 / 3046 943 / 966</p>	<p>20 Britannia Blvd/SR-905 EB Ramps</p> <p>1840 / 1004 200 / 250</p> <p>400 / 400 5 / 5 3635 / 1854</p> <p>1749 / 3612 250 / 1100</p>
<p>21 La Media Rd/SR-905 WB Ramps</p> <p>90 / 380 2883 / 2988</p> <p>570 / 350 30 / 85 1058 / 506</p> <p>195 / 570 2882 / 2275 1055 / 2310</p>	<p>22 La Media Rd/SR-905 EB Ramps</p> <p>300 / 575 3215 / 2273</p> <p>1300 / 1400 2440 / 800</p> <p>404 / 1152 2832 / 3755</p>	<p>23 Heritage Rd/Airway Rd</p> <p>610 / 960 1625 / 620 1341 / 583</p> <p>541 / 1328 832 / 1801 265 / 305</p> <p>950 / 600 1492 / 868 1650 / 640</p> <p>640 / 1650 600 / 1610 550 / 485</p>	<p>24 Cactus Rd/Airway Rd</p> <p>365 / 500 740 / 220 865 / 980</p> <p>980 / 870 636 / 1391 800 / 250</p> <p>415 / 390 1419 / 878 970 / 503</p> <p>426 / 918 250 / 810 250 / 800</p>	<p>25 Caliente Ave/Airway Rd</p> <p>934 / 1388 421 / 631 1000 / 1930</p> <p>390 / 320 520 / 1080 1425 / 968</p> <p>465 / 454 636 / 631 330 / 330</p> <p>325 / 330 910 / 725 1500 / 960</p>
<p>26 La Media Rd/Lone Star Rd</p> <p>535 / 130 473 / 2760 1900 / 540</p> <p>540 / 1900 200 / 50 552 / 427</p> <p>130 / 535 50 / 200 99 / 383</p> <p>382 / 99 2735 / 4092 426 / 552</p>	<p>27 SR-125 SB off-ramp/Lone Star Rd</p> <p>400 / 350 1525 / 855</p> <p>2376 / 1292 892 / 2027</p>	<p>28 SR-125 NB on-ramp/Lone Star Rd</p> <p>870 / 1600 892 / 2027</p> <p>350 / 400 3551 / 1747</p>		

**Legend**

123 / 456

AM / PM Volume

Source: LSA 2011

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**Buildout Adopted Community Plan  
Plus Proposed Project Conditions ADT and Peak Hour Traffic Volumes  
OTAY-TIJUANA CROSS BORDER FACILITY DEVELOPMENT PROJECT**

Figure 5.2-9b



**Table 5.2-15  
 BUILDOUT ADOPTED COMMUNITY PLAN WITHOUT AND WITH PROPOSED PROJECT – INTERSECTION CONDITIONS**

Intersection		Buildout Adopted Community Plan Without Proposed Project				Buildout Adopted Community Plan Plus Proposed Project				Change in Delay (sec)		Significant Impact?
		AM Peak Period		PM Peak Period		AM Peak Period		PM Peak Period		AM	PM	
		Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS			
1	Caliente Avenue/Otay Mesa Road	319.3	F	184.7	F	319.5	F	187.6	F	0.2	<b>2.9</b>	Yes
2	Heritage Road/Otay Mesa Road	232.9	F	304.1	F	288.7	F	320.0	F	<b>5.8</b>	<b>15.9</b>	Yes
3	Cactus Road/Otay Mesa Road	206.1	F	134.2	F	209.5	F	137.2	F	<b>3.4</b>	<b>3.0</b>	Yes
4	Britannia Boulevard/Otay Mesa Road	33.0	C	36.6	D	36.1	D	41.3	D	3.1	4.7	No
5	La Media Road/Otay Mesa Road	152.6	F	185.0	F	159.5	F	204.4	F	<b>6.9</b>	<b>19.4</b>	Yes
6	SR-125 SB ramps/Otay Mesa Road	128.9	F	22.2	C	130.3	F	22.7	C	<b>1.4</b>	0.5	Yes
7	SR-125 NB ramps/Otay Mesa Road	7.7	A	17.0	B	7.7	A	17.4	B	0.0	0.4	No
8	Britannia Boulevard/Airway Road	161.4	F	313.1	F	194.1	F	351.5	F	<b>32.7</b>	<b>38.4</b>	Yes
9	La Media Road/Airway Road	237.4	F	450.4	F	262.2	F	478.8	F	<b>24.8</b>	<b>28.4</b>	Yes
10	Cactus Road/Siempre Viva Road	265.2	F	271.8	F	296.6	F	331.8	F	<b>31.4</b>	<b>60.0</b>	Yes
11	Britannia Boulevard/Siempre Viva Road	216.6	F	276.7	F	246.8	F	365.4	F	<b>30.2</b>	<b>88.7</b>	Yes
12	La Media Road/Siempre Viva Road	271.4	F	160.0	F	370.9	F	198.2	F	<b>99.5</b>	<b>38.2</b>	Yes
13	SR-905 SB ramps/Siempre Viva Road	378.5	F	428.5	F	400.5	F	452.9	F	<b>22.0</b>	<b>24.4</b>	Yes
14	SR-905 NB ramps/Siempre Viva Road	157.8	F	414.8	F	163.9	F	426.9	F	<b>6.1</b>	<b>12.1</b>	Yes
15	Caliente Avenue/SR-905 WB ramps	132.0	F	182.9	E	146.8	F	214.4	F	<b>14.8</b>	<b>31.5</b>	Yes
16	Caliente Avenue/SR-905 EB ramps	309.1	F	246.8	F	352.4	F	284.1	F	<b>43.3</b>	<b>37.3</b>	Yes
17	Heritage Road/SR-905 WB ramps	37.6	D	99.7	F	44.1	D	130.0	F	6.5	<b>30.3</b>	Yes
18	Heritage Road/SR-905 EB ramps	151.6	F	85.1	F	183.0	F	128.4	F	<b>31.4</b>	<b>43.3</b>	Yes
19	Britannia Boulevard/SR-905 WB ramps	188.9	F	154.7	F	204.7	F	204.6	F	<b>15.8</b>	<b>49.9</b>	Yes
20	Britannia Boulevard/SR-905 EB ramps	414.4	F	350.5	F	516.9	F	459.9	F	<b>102.5</b>	<b>109.4</b>	Yes
21	La Media Road/SR-905 WB ramps	276.3	F	340.4	F	305.8	F	359.1	F	<b>29.5</b>	<b>18.7</b>	Yes
22	La Media Road/SR-905 EB ramps	342.7	F	201.4	F	376.3	F	230.6	F	<b>33.6</b>	<b>29.2</b>	Yes
23	Heritage Road/Airway Road	278.8	F	440.9	F	291.5	F	467.3	F	<b>12.7</b>	<b>26.4</b>	Yes
24	Cactus Road/Airway Road	134.3	F	212.6	F	173.4	F	228.6	F	<b>39.1</b>	<b>16.0</b>	Yes
25	Caliente Avenue/Airway Road	232.2	F	192.6	F	246.7	F	201.3	F	<b>14.5</b>	<b>8.7</b>	Yes
26	La Media Road/Lone Star Road	224.7	F	520.2	F	238.1	F	534.5	F	<b>13.4</b>	<b>14.3</b>	Yes
27	SR-125 SB ramp/Lone Star Road	262.2	F	77.7	E	262.2	F	77.9	E	0.0	0.2	No
28	SR-125 NB ramp/Lone Star Road	41.6	D	118.2	F	41.7	D	118.4	F	0.1	0.2	No

Source: LSA 2011

Note: Bolded and shaded values represent intersections operating at unsatisfactory LOS (E or F).  
 EB = eastbound; NB = northbound; SB = southbound; sec = second; WB = westbound



Table 5.2-16, *Buildout Adopted Community Plan Without and With Proposed Project – Intersection Conditions (ILV Methodology)*, summarizes the results of the Buildout Adopted Community Plan without and with the proposed project AM and PM peak period analysis for the signalized intersections at the SR-905 and SR-125 interchanges utilizing the ILV methodology. As shown in this table, all 14 of the analyzed intersections would operate above the 1,500 vph ILV threshold without the project. Table 5.2-16 also shows that the 14 following analyzed intersections would operate above the 1,500 vph ILV threshold:

- SR-125 southbound ramps/Otay Mesa Road (AM and PM peak periods)
- SR-125 northbound ramps/Otay Mesa Road (AM and PM peak periods)
- SR-905 southbound ramps/Siempre Viva Road (AM and PM peak periods)
- SR-905 northbound ramps/Siempre Viva Road (AM and PM peak periods)
- Caliente Avenue/SR-905 westbound ramps (AM and PM peak periods)
- Caliente Avenue/SR-905 eastbound ramps (AM and PM peak periods)
- Heritage Road/SR-905 westbound ramps (PM peak period)
- Heritage Road/SR-905 eastbound ramps (AM and PM peak periods)
- Britannia Boulevard/SR-905 westbound ramps (AM and PM peak periods)
- Britannia Boulevard/SR-905 eastbound ramps (AM and PM peak periods)
- La Media Road/SR-905 westbound ramps (AM and PM peak periods)
- La Media Road/SR-905 eastbound ramps (AM and PM peak periods)
- SR-125 southbound ramp/Lone Star Road (AM and PM peak periods)
- SR-125 northbound ramp/Lone Star Road (AM and PM peak periods)

#### Roadway Segment LOS Analysis

##### *Existing Plus Project*

Table 5.2-17, *Existing (2009) and Existing Plus Project – Roadway Conditions*, summarizes the daily traffic volumes and v/c ratios for all study area roadway segments in the Existing (2009) plus project condition. As shown in Table 5.2-17, the following roadway segments are forecast to operate at unacceptable LOS (LOS E or F) and implementation of the proposed project would increase the roadway V/C above the City's threshold limits of a 0.02 increase in V/C for LOS E and a 0.01 increase in V/C for LOS F, or would increase the LOS from D to E:

- Siempre Viva Road between Otay Pacific Drive and Britannia Boulevard (LOS F);
- Siempre Viva Road between Otay Pacific Drive and Las Californias Drive (LOS F);
- Airway Road between La Media Road and Britannia Boulevard (LOS F);
- Otay Mesa Road between SR-125 and La Media Road (LOS F);
- Otay Mesa Road between La Media Road and Britannia Boulevard (LOS E);
- Otay Mesa Road between Britannia Boulevard and Cactus Road (LOS E);
- Otay Mesa Road between Cactus Road and Heritage Road (LOS E);
- Otay Mesa Road between Heritage Road and Caliente Avenue (LOS F);
- Britannia Boulevard between Otay Mesa Road and Airway Road (LOS F);-
- Britannia Boulevard between Airway Road and Siempre Viva Road (LOS E); and
- Heritage Road-Otay Valley Road between Avenida de las Vistas and Otay Mesa Road (LOS E).

Therefore, impacts along these ~~10~~11 roadway segments would be significant.

**Table 5.2-16  
 BUILDOUT ADOPTED COMMUNITY PLAN WITHOUT AND WITH PROPOSED PROJECT –  
 INTERSECTION CONDITIONS (ILV METHODOLOGY)**

Intersection		Buildout Adopted Community Plan Without Proposed Project				Buildout Adopted Community Plan Plus Proposed Project			
		AM Peak Period		PM Peak Period		AM Peak Period		PM Peak Period	
		ILV/Hr	Capacity	ILV/Hr	Capacity	ILV/Hr	Capacity	ILV/Hr	Capacity
6	SR-125 SB ramps/Otay Mesa Road	2,268	Over	1,503	Over	2,290	Over	1,536	Over
7	SR-125 NB ramps/Otay Mesa Road	1,568	Over	1,855	Over	1,590	Over	1,889	Over
13	SR-905 SB ramps/Siempre Viva Road	2,350	Over	2,510	Over	2,369	Over	2,553	Over
14	SR-905 NB ramps/Siempre Viva Road	2,058	Over	2,43	Over	2,122	Over	3,007	Over
15	Caliente Avenue/SR-905 WB ramps	1,785	Over	1,838	Over	1,837	Over	1,913	Over
16	Caliente Avenue/SR-905 EB ramps	2,020	Over	1,733	Over	2,171	Over	1,882	Over
17	Heritage Road/SR-905 WB ramps	1,312	Near	1,537	Over	1,345	Near	1,668	Over
18	Heritage Road/SR-905 EB ramps	1,563	Over	1,557	Over	1,766	Over	1,744	Over
19	Britannia Boulevard/SR-905 WB ramps	2,083	Over	2,105	Over	2,230	Over	2,333	Over
20	Britannia Boulevard/SR-905 EB ramps	2,285	Over	2,295	Over	2,584	Over	2,263	Over
21	La Media Road/SR-905 WB ramps	2,506	Over	3,095	Over	2,597	Over	3,101	Over
22	La Media Road/SR-905 EB ramps	2,878	Over	2,433	Over	3,030	Over	2,528	Over
27	SR-125 SB off-ramp/Lone Star Road	2,713	Over	1,868	Over	2,713	Over	1,869	Over
28	SR-125 NB on-ramp/Lone Star Road	2,125	Over	2,000	Over	2,126	Over	2,000	Over

Source: LSA 2011

Note: Capacity shown as Under (less than 1,200 ILV/hr), Near (1,200 to 1,500 ILV/hr), or Over (greater than 1,500 ILV/hr)  
 EB = eastbound; ILV/Hr = intersection lane vehicles per hour; NB = northbound; SB = southbound; WB = westbound

**Table 5.2-17  
 EXISTING (2009) AND EXISTING PLUS PROJECT - ROADWAY CONDITIONS**

Roadway Segment	Classification	Capacity	Existing (2009)			Project Volume	Existing (2009) Plus Project			Change in V/C	Significant Impact?
			Volume	V/C	LOS		Volume	V/C	LOS		
<b>Siempre Viva Road</b>											
Paseo de las Americas to SR-905 NB	6-lane Major	50,000	22,259	0.445	B	0	22,259	0.445	B	0.000	No
SR-905 SB to La Media Road	6-lane Major	50,000	12,391	0.248	A	1,500	13,891	0.278	A	0.030	No
La Media Road to Las Californias Drive	<i>Future Roadway</i>	-	-	-	-	-	-	-	-	-	-
Otay Pacific Drive to Las Californias Drive	2-lane Collector*	8,000	0	0.000	A	12,910	<b>12,910</b>	<b>1.614</b>	<b>F</b>	1.614	<b>Yes</b>
Otay Pacific Drive to Britannia Boulevard	2-lane Collector*	8,000	3,151	0.394	B	46,700	<b>49,851</b>	<b>6.231</b>	<b>F</b>	5.837	<b>Yes</b>
Britannia Boulevard to Cactus Road	2-lane Collector*	8,000	1,799	0.225	A	0	1,799	0.225	A	0.000	No
<b>Airway Road</b>											
Paseo de las Americas to SR-905	2-lane Collector*	8,000	1,571	0.196	A	0	1,571	0.196	A	0.000	No
SR-905 to La Media Road	2-lane Collector**	10,000	2,889	0.289	A	1,600	4,489	0.449	B	0.160	No
La Media Road to Britannia Boulevard	2-lane Collector**	10,000	7,526	0.753	D	3,400	<b>10,926</b>	<b>1.093</b>	<b>F</b>	0.340	<b>Yes</b>
Britannia Boulevard to Cactus Road	<i>Future Roadway</i>	-	-	-	-	-	-	-	-	-	-
Cactus Road to Heritage Road	<i>Future Roadway</i>	-	-	-	-	-	-	-	-	-	-
Heritage Road to Caliente Avenue	<i>Future Roadway</i>	-	-	-	-	-	-	-	-	-	-
Caliente Avenue to Old Otay Mesa Road	3-lane Collector (TWLTL)	20,000	0	0.000	-	1,000	1,000	0.050	A	0.050	No
<b>Otay Mesa Road</b>											
Harvest Road to SR-125 NB	5-lane Major	45,000	10,711	0.238	A	0	10,711	0.238	A	0.000	No
SR-125 SB to La Media Road	6-lane Major	50,000	42,567	0.851	D	13,800	<b>56,367</b>	<b>1.127</b>	<b>F</b>	0.276	<b>Yes</b>
La Media Road to Britannia Boulevard	7-lane Major	55,000	<b>51,644</b>	<b>0.939</b>	<b>E</b>	13,500	<b>65,144</b>	<b>1.184</b>	<b>F</b>	0.245	<b>Yes</b>
Britannia Boulevard to Cactus Road	6-lane Primary	60,000	<b>56,254</b>	<b>0.938</b>	<b>E</b>	26,900	<b>83,154</b>	<b>1.386</b>	<b>F</b>	0.448	<b>Yes</b>
Cactus Road to Heritage Road	6-lane Primary	60,000	<b>58,870</b>	<b>0.981</b>	<b>E</b>	26,900	<b>85,770</b>	<b>1.430</b>	<b>F</b>	0.449	<b>Yes</b>
Heritage Road to Caliente Avenue	6-lane Primary	60,000	<b>62,632</b>	<b>1.044</b>	<b>F</b>	22,800	<b>85,432</b>	<b>1.424</b>	<b>F</b>	0.380	<b>Yes</b>
<b>La Media Road</b>											
Lone Star Road to Otay Mesa Road	<i>Future Roadway</i>	-	-	-	-	-	-	-	-	-	-
Otay Mesa Road to Airway Road	3-lane Collector**	12,500	9,656	0.772	D	400	10,056	0.804	D	0.032	No
Airway Road to Siempre Viva Road	2-lane Collector (No TWLTL)	10,000	7,102	0.710	C	1,500	8,602	0.860	D	0.150	No

Table 5.2-17 (cont.) EXISTING (2009) AND EXISTING PLUS PROJECT - ROADWAY CONDITIONS												
Roadway Segment	Classification	Capacity	Existing (2009)			Project Volume	Existing (2009) Plus Project			Change in V/C	Significant Impact?	
			Volume	V/C	LOS		Volume	V/C	LOS			
<b>Britannia Boulevard</b>												
Otay Mesa Road to Airway Road	4-lane Collector	30,000	8,677	0.289	A	40,400	<b>49,077</b>	<b>1.636</b>	<b>F</b>	1.347	<b>Yes</b>	
Airway Road to Siempre Viva Road	4-lane Collector	30,000	3,756	0.125	A	46,700	<b>50,456</b>	<b>1.682</b>	<b>F</b>	1.557	<b>Yes</b>	
<b>Cactus Road</b>												
Otay Mesa Road to Airway Road	2-lane Collector*	8,000	4,561	0.570	C	0	4,561	0.570	C	0.000	No	
Airway Road to Siempre Viva Road	2-lane Collector*	8,000	3,506	0.438	C	0	3,506	0.438	C	0.000	No	
<b>Heritage Road-Otay Valley Road</b>												
Avenida de las Vistas to Otay Mesa Road	2-lane Collector**	10,000	5,205	0.521	B	4,200	<b>9,405</b>	<b>0.941</b>	<b>E</b>	0.420	<b>Yes</b>	
<b>Heritage Road</b>												
Otay Mesa Road to Airway Road	2-lane Collector**	10,000	4,041	0.404	B	0	4,041	0.404	B	0.000	No	
<b>Ocean View Hills</b>												
Street A and Otay Mesa Road	6-lane Major	50,000	0	0.000	-	1,100	1,100	0.022	A	0.022	No	
<b>Caliente Avenue</b>												
Otay Mesa Road to Airway Road	2-lane Collector**	10,000	3,762	0.376	A	1,100	4,862	0.486	B	0.110	No	

Source: LSA 2011

Note: Bolded and shaded values represent roadway segments that would operate at unsatisfactory LOS (E or F).

\* Commercial-Industrial fronting

\*\*No fronting

NB = northbound; SB = southbound; TWLTL = two-way left-turn lane

**Table 5.2-18  
 PHASE 1 WITHOUT AND WITH PROPOSED PROJECT – ROADWAY CONDITIONS**

Roadway Segment	Classification	Capacity	Phase 1 Without Proposed Project			Project Volume	Phase 1 Plus Proposed Project			Change in V/C	Significant Impact?
			Volume	V/C	LOS		Volume	V/C	LOS		
<b>Siempre Viva Road</b>											
Paseo de las Americas to SR-905 NB	6-lane Major	50,000	23,600	0.472	B	0	23,600	1.472	A	0.000	No
SR-905 SB to La Media Road	6-lane Major	50,000	13,100	0.262	A	100	13,200	0.264	A	0.002	No
La Media Road to Las Californias Drive	<i>Future Roadway</i>	-	-	-	-	-	-	-	-	-	-
Otay Pacific Drive to Las Californias	2-lane Collector*	8,000	1,240	0.155	A	3,000	4,240	0.530	C	0.375	No
Otay Pacific Drive to Britannia Boulevard	2-lane Collector*	8,000	8,450	1.056	<b>F</b>	13,700	22,150	2.769	<b>F</b>	<b>1.713</b>	<b>Yes</b>
Britannia Boulevard to Cactus Road	2-lane Collector*	8,000	7,530	0.941	<b>E</b>	0	7,530	0.941	<b>E</b>	0.000	No
<b>Airway Road</b>											
Paseo de las Americas to SR-905	2-lane Collector*	8,000	8,530	1.066	<b>F</b>	300	8,830	1.104	<b>F</b>	<b>0.038</b>	<b>Yes</b>
SR-905 to La Media Road	2-lane Collector**	10,000	8,530	0.853	D	300	8,830	0.883	D	0.030	No
La Media Road to Britannia Boulevard	2-lane Collector**	10,000	6,330	0.633	C	500	6,830	0.683	C	0.050	No
Britannia Boulevard to Cactus Road	2-lane Collector**	10,000	3,500	0.350	A	0	3,500	0.350	A	0.000	No
Cactus Road to Heritage Road	<i>Future Roadway</i>	-	-	-	-	-	-	-	-	-	-
Heritage Road to Caliente Avenue	<i>Future Roadway</i>	-	-	-	-	-	-	-	-	-	-
Caliente Avenue to Old Otay Mesa Road	3-lane Collector (TWLTL)	20,000	21,590	1.080	<b>F</b>	100	21,690	1.085	<b>F</b>	0.005	No
<b>Otay Mesa Road</b>											
Harvest Road to SR-125 NB	4-lane Collector	30,000	20,790	0.693	D	0	20,790	0.693	D	0.000	No
SR-125 SB to La Media Road	6-lane Major	50,000	34,790	0.696	C	4,100	38,890	0.864	C	0.091	No
La Media Road to Britannia Boulevard	7-lane Major	55,000	21,180	0.385	A	4,000	25,180	0.458	B	0.073	No
Britannia Boulevard to Cactus Road	6-lane Primary	60,000	24,680	0.411	A	3,300	27,980	0.466	B	0.055	No
Cactus Road to Heritage Road	6-lane Primary	60,000	23,030	0.384	A	3,300	26,330	0.439	B	0.055	No
Heritage Road to Caliente Avenue	6-lane Primary	60,000	23,950	0.399	A	2,000	25,950	0.433	B	0.034	No
<b>La Media Road</b>											
Lone Star Road to Otay Mesa Road	2-lane Collector**	10,000	6,740	0.674	C	0	6,740	0.674	C	0.000	No
Otay Mesa Road to SR-905	6-lane Major	50,000	24,860	0.497	B	100	24,960	0.499	B	0.002	No
SR-905 to Airway Road	3-lane Collector	12,500	19,240	1.539	<b>F</b>	100	19,340	1.547	<b>F</b>	0.008	No
Airway Road to Siempre Viva Road	2-lane Collector (No TWLTL)	10,000	12,910	1.291	<b>F</b>	100	13,010	1.301	<b>F</b>	0.010	No

**Table 5.2-18 (cont.)  
 PHASE 1 WITHOUT AND WITH PROPOSED PROJECT – ROADWAY CONDITIONS**

Roadway Segment	Classification	Capacity	Phase 1 Without Proposed Project			Project Volume	Phase 1 Plus Proposed Project			Change in V/C	Significant Impact?
			Volume	V/C	LOS		Volume	V/C	LOS		
<b>Britannia Boulevard</b>											
Otay Mesa Road to SR-905	6-lane Major	50,000	13,950	0.279	A	7,300	21,250	0.425	B	0.146	No
SR-905 to Airway Road	3-lane Major	30,000	23,950	0.798	D	12,800	36,750	1.225	<b>F</b>	<b>0.427</b>	<b>Yes</b>
Airway Road to Siempre Viva Road	3-lane Major	30,000	21,660	0.722	D	13,700	35,360	1.179	<b>F</b>	<b>0.457</b>	<b>Yes</b>
<b>Cactus Road</b>											
Otay Mesa Road to Airway Road	2-lane Collector*	8,000	6,470	0.806	D	0	6,470	0.806	D	0.000	No
Airway Road to Siempre Viva Road	2-lane Collector*	8,000	7,570	0.946	<b>F</b>	0	7,570	0.946	<b>F</b>	0.000	No
<b>Heritage Road-Otay Valley Road</b>											
Avenida de las Vistas to Otay Mesa Road	2-lane Collector**	10,000	10,440	1.044	<b>F</b>	1,300	11,740	1.174	<b>F</b>	<b>0.130</b>	<b>Yes</b>
<b>Heritage Road</b>											
Otay Mesa Road to Airway Road	2-lane Collector**	10,000	3,140	0.314	A	0	3,140	0.314	A	0.000	No
<b>Ocean View Hills</b>											
Street A and Otay Mesa Road	6-lane Major	50,000	11,520	0.230	A	100	11,620	0.232	A	0.002	No
<b>Caliente Avenue</b>											
Otay Mesa Road to SR-905	5-lane Major	40,000	11,520	0.288	A	100	11,620	0.291	A	0.003	No
SR-905 to Airway Road	4-lane Major	30,000	23,080	0.769	D	100	23,180	0.773	D	0.004	No
<b>Otay Pacific Drive</b>											
Siempre Viva Road to Otay Pacific Place	2-lane Collector (TWLTL)	15,000	0	0.000	A	10,690	10,690	0.713	D	0.713	No
<b>Las Californias Drive</b>											
Siempre Viva Road to Otay Pacific Place	2-lane Collector*	8,000	0	0.000	A	2,990	2,990	0.374	A	0.374	No
<b>Otay Pacific Place</b>											
Otay Pacific Drive to Las Californias Drive	2-lane Collector*	8,000	0	0.000	A	8,295	8,295	1.037	<b>F</b>	<b>1.037</b>	<b>Yes</b>

Source: LSA 2011

Note: Bolded and shaded values represent roadway segments that would operate at unsatisfactory LOS (E or F).

\* Commercial-Industrial fronting

\*\* No fronting

NB = northbound; SB = southbound; TWLTL = two-way left-turn lane

## Phase 2

Table 5.2-19, *Phase 2 Without and With Proposed Project – Roadway Conditions*, summarizes the daily traffic volumes and V/C for all study area roadway segments in the Phase 2 without and with the proposed project conditions. As shown in this table, 11 roadway segments would operate at unacceptable LOS (E or F) without the project. Table 5.2-19 also shows that the following 14 roadway segments would operate at unacceptable LOS (E or F) with the project, and implementation of the proposed project would increase the roadway V/C above the City's threshold limits of a 0.02 increase in V/C for LOS E and a 0.01 increase in V/C for LOS F, or would increase the LOS from D to E:

- Siempre Viva Road between the Otay Pacific Drive and Britannia Boulevard (LOS F)
- Siempre Viva Road between Otay Pacific Drive and Las Californias Drive (LOS F)
- Airway Road between Paseo de las Americas and SR-905 (LOS F)
- Airway Road between SR-905 and La Media Road (LOS F)
- Airway Road between La Media Road and Britannia Boulevard (LOS F)
- Airway Road between Caliente Avenue and Old Otay Mesa Road (LOS F)
- Otay Mesa Road between SR-125 southbound to La Media Road (LOS E)
- La Media Road between SR-905 and Airway Road (LOS F)
- La Media Road between Airway Road and Siempre Viva Road (LOS F)
- Britannia Boulevard between SR-905 and Airway Road (LOS F)
- Britannia Boulevard between Airway Road and Siempre Viva Road (LOS F)
- Heritage Road-Otay Valley Road between Avenidas de las Vistas and Otay Mesa Road (LOS F)
- Otay Pacific Drive between Siempre Road and Otay Pacific Place (LOS F)
- Otay Pacific Place between Otay Pacific Drive and Las Californias Drive (LOS F)

Therefore, impacts along these 14 roadway segments would be significant.

**Table 5.2-19  
 PHASE 2 WITHOUT AND WITH PROPOSED PROJECT – ROADWAY CONDITIONS**

Roadway Segment	Classification	Capacity	Phase 2 Without Proposed Project			Project Volume	Phase 2 Plus Proposed Project			Change in V/C	Significant Impact?
			Volume	V/C	LOS		Volume	V/C	LOS		
<b>Siempre Viva Road</b>											
Paseo de las Americas to SR-905 NB	6-lane Major	50,000	25,800	0.516	B	0	25,800	0.516	B	0.000	No
SR-905 SB to La Media Road	6-lane Major	50,000	14,400	0.288	A	600	15,000	0.300	A	0.012	No
La Media Road to Las Californias Drive	<i>Future Roadway</i>	-	-	-	-	-	-	-	-	-	-
Otay Pacific Drive to Las Californias Drive	2-lane Collector*	8,000	6,150	0.769	D	4,440	10,590	1.324	<b>F</b>	<b>0.555</b>	<b>Yes</b>
Otay Pacific Place to Britannia Boulevard	2-lane Collector*	8,000	9,400	1.175	<b>F</b>	24,700	34,100	4.263	<b>F</b>	<b>3.088</b>	<b>Yes</b>
Britannia Boulevard to Cactus Road	2-lane Collector*	8,000	8,430	1.054	<b>F</b>	0	8,430	1.054	<b>F</b>	0.000	No
<b>Airway Road</b>											
Paseo de las Americas to SR-905	2-lane Collector*	8,000	10,590	1.324	<b>F</b>	600	11,190	1.399	<b>F</b>	<b>0.075</b>	<b>Yes</b>
SR-905 to La Media Road	2-lane Collector**	10,000	10,590	1.059	<b>F</b>	600	11,190	1.119	<b>F</b>	<b>0.060</b>	<b>Yes</b>
La Media Road to Britannia Boulevard	2-lane Collector**	10,000	10,010	1.001	<b>F</b>	1,300	11,310	1.131	<b>F</b>	<b>0.130</b>	<b>Yes</b>
Britannia Boulevard to Cactus Road	2-lane Collector**	10,000	7,460	0.746	C	0	7,460	0.746	C	0.000	No
Cactus Road to Heritage Road	<i>Future Roadway</i>	-	-	-	-	-	-	-	-	-	-
Heritage Road to Caliente Avenue	<i>Future Roadway</i>	-	-	-	-	-	-	-	-	-	-
Caliente Avenue to Old Otay Mesa Road	3-lane Collector (TWLTL)	20,000	22,760	1.138	<b>F</b>	400	23,160	1.158	<b>F</b>	<b>0.020</b>	<b>Yes</b>
<b>Otay Mesa Road</b>											
Harvest Road to SR-125 NB	4-lane Collector	30,000	24,270	0.809	D	0	24,270	0.809	D	0.000	No
SR-125 SB to La Media Road	5-lane Major	45,000	36,770	0.817	C	7,000	43,770	0.973	<b>E</b>	<b>0.156</b>	<b>Yes</b>
La Media Road to Britannia Boulevard	7-lane Major	55,000	23,440	0.426	B	6,800	30,240	0.550	B	0.124	No
Britannia Boulevard to Cactus Road	6-lane Primary	60,000	29,940	0.499	B	5,500	35,440	0.591	C	0.092	No
Cactus Road to Heritage Road	6-lane Primary	60,000	31,590	0.527	B	5,500	37,090	0.618	C	0.091	No
Heritage Road to Caliente Avenue	6-lane Primary	60,000	31,750	0.529	B	3,300	35,050	0.584	C	0.055	No
<b>La Media Road</b>											
Lone Star Road to Otay Mesa Road	2-lane Collector**	10,000	8,490	0.849	D	0	8,490	0.849	D	0.000	No
Otay Mesa Road to SR-905	6-lane Major	50,000	27,610	0.552	B	200	27,810	0.556	B	0.004	No
SR-905 to Airway Road	3-lane Collector	12,500	26,640	2.131	<b>F</b>	200	26,840	2.147	<b>F</b>	<b>0.016</b>	<b>Yes</b>
Airway Road to Siempre Viva Road	2-lane Collector (No TWLTL)	10,000	18,510	1.851	<b>F</b>	600	19,110	1.911	<b>F</b>	<b>0.060</b>	<b>Yes</b>



**Table 5.2-19 (cont.)  
 PHASE 2 WITHOUT AND WITH PROPOSED PROJECT – ROADWAY CONDITIONS**

Roadway Segment	Classification	Capacity	Phase 2 Without Proposed Project			Project Volume	Phase 2 Plus Proposed Project			Change in V/C	Significant Impact?
			Volume	V/C	LOS		Volume	V/C	LOS		
<b>Britannia Boulevard</b>											
Otay Mesa Road to SR-905	6-lane Major	50,000	14,230	0.285	A	12,300	26,530	0.531	B	0.246	No
SR-905 to Airway Road	3-lane Major	30,000	24,960	0.832	D	22,000	46,960	1.565	<b>F</b>	<b>0.733</b>	<b>Yes</b>
Airway Road to Siempre Viva Road	3-lane Major	30,000	24,440	0.815	D	24,700	49,140	1.638	<b>F</b>	<b>0.823</b>	<b>Yes</b>
<b>Cactus Road</b>											
Otay Mesa Road to Airway Road	2-lane Collector*	8,000	9,000	1.125	<b>F</b>	0	9,000	1.125	F	0.000	No
Airway Road to Siempre Viva Road	2-lane Collector*	8,000	8,440	1.055	<b>F</b>	0	8,440	1.055	F	0.000	No
<b>Heritage Road-Otay Valley Road</b>											
Avenida de las Vistas to Otay Mesa Road	2-lane Collector**	10,000	13,910	0.464	B	2,200	16,110	1.611	<b>F</b>	<b>0.220</b>	<b>Yes</b>
<b>Heritage Road</b>											
Otay Mesa Road to Airway Road	2-lane Collector**	10,000	5,290	0.176	A	0	5,290	0.176	A	0.000	No
<b>Ocean View Hills</b>											
Street A and Otay Mesa Road	6-lane Major	50,000	14,030	0.281	A	400	14,430	0.289	A	0.008	No
<b>Caliente Avenue</b>											
Otay Mesa Road to SR-905	5-lane Major	40,000	14,030	0.351	A	400	14,430	0.361	A	0.010	No
SR-905 to Airway Road	4-lane Major	30,000	27,710	0.924	<b>E</b>	400	28,110	0.937	<b>E</b>	0.013	No
<b>Otay Pacific Drive</b>											
Siempre Viva Road to Otay Pacific Place	2-lane Collector (TWLTL)	15,000	0	0.000	A	20,210	20,210	1.347	<b>F</b>	<b>1.347</b>	<b>Yes</b>
<b>Las Californias Drive</b>											
Siempre Viva Road to Otay Pacific Place	2-lane Collector*	8,000	0	0.000	A	4,440	4,440	0.555	C	0.555	No
<b>Otay Pacific Place</b>											
Otay Pacific Drive to Las Californias Drive	2-lane Collector*	8,000	0	0.000	A	12,300	12,300	1.538	<b>F</b>	<b>1.538</b>	<b>Yes</b>

Source: LSA 2011

Note: Bolded and shaded values represent roadway segments that would operate at unsatisfactory LOS (E or F).

\* Commercial-Industrial fronting

\*\* No fronting

NB = northbound; SB = southbound; TWLTL = two-way left-turn lane

## Buildout

Table 5.2-20, *Buildout Adopted Community Plan Without and With Proposed Project – Roadway Conditions*, summarizes the daily traffic volumes and V/C for all study area roadway segments in the Buildout Adopted Community Plan without and with the proposed project conditions. As shown in this table, 14 of the analyzed roadway segments would operate at unacceptable LOS (E or F) without the project. Table 5.2-20 also shows that implementation of the proposed project would cause a significant impact (i.e., increase the roadway V/C above 0.02 at segments operating at LOS E and a 0.01 increase in V/C for segments operating at LOS F, or increase the LOS from D to E) at the 20 following roadway segments:

- Siempre Viva Road between La Media Road and the project site (LOS E)
- Siempre Viva Road between the project site and Britannia Boulevard (LOS F)
- Siempre Viva Road between Britannia Boulevard and Cactus Road (LOS E)
- Airway Road between Britannia Boulevard and Cactus Road (LOS F)
- Airway Road between Cactus Road and Heritage Road (LOS F)
- Airway Road between Heritage Road and Caliente Avenue (LOS F)
- Otay Mesa Road between SR-125 southbound and La Media Road (LOS F)
- Otay Mesa Road between Cactus Road and Heritage Road (LOS F)
- La Media Road between Lone Star Road and Otay Mesa Road (LOS F)
- La Media Road between Otay Mesa Road and SR-905 (LOS E)
- La Media Road between SR-905 and Airway Road (LOS F)
- La Media Road between Airway Road and Siempre Viva Road (LOS F)
- Britannia Boulevard between SR-905 and Airway Road (LOS F)
- Britannia Boulevard between Airway Road and Siempre Viva Road (LOS F)
- Cactus Road between Airway Road and Siempre Viva Road (LOS F)
- Heritage Road-Otay Valley Road between Avenida de las Vistas and Otay Mesa Road (LOS F)
- Heritage Road between Otay Mesa Road and Airway Road (LOS F)
- Otay Pacific Drive between Siempre Viva Road and Otay Pacific Place (LOS F)
- Las Californias Drive between Siempre Viva Road and Otay Pacific Place (LOS F)
- Otay Pacific Place between Otay Pacific Drive and Las Californias Drive (LOS F)

## Freeway Mainline LOS Analysis

### *Existing Plus Project*

Table 5.2-21, *Existing (2009) Plus Project Freeway Conditions*, summarizes the results of the Existing (2009) plus project AM and PM peak-hour freeway mainline analysis. As shown in Table 5.2-21, the following freeway segments are forecast to operate at unacceptable LOS (E or F):

- I-5 north of Palm Avenue (LOS F during southbound PM peak hour);
- SR-905 between I-805 and Caliente Avenue (LOS F during westbound PM peak hour and LOS E during eastbound AM peak hour).

The proposed project would increase the freeway v/c ratios above the City's threshold limits at all of the above locations and would result in significant project impacts at all affected segments within the study area.

**Table 5.2-20  
 BUILDOUT ADOPTED COMMUNITY PLAN WITHOUT AND WITH PROPOSED PROJECT – ROADWAY CONDITIONS**

Roadway Segment	Classification	Capacity	Buildout Adopted Community Plan Without Proposed Project			Project Volume	Buildout Adopted Community Plan Plus Proposed Project			Change in V/C	Significant Impact?
			Volume	V/C	LOS		Volume	V/C	LOS		
<b>Siempre Viva Road</b>											
Paseo de las Americas to SR-905 NB	6-lane Primary	60,000	72,000	1.200	F	500	72,500	1.208	F	0.008	No
SR-905 SB to La Media Road	6-lane Primary	60,000	34,500	0.575	B	5,900	40,400	0.673	C	0.098	No
La Media Road to Otay Pacific Drive	6-lane Primary	60,000	41,500	0.692	C	16,500	58,000	0.967	E	<b>0.275</b>	<b>Yes</b>
Otay Pacific Drive to Britannia Boulevard	6-lane Primary	60,000	52,500	0.875	D	30,200	82,700	1.378	F	<b>0.503</b>	<b>Yes</b>
Britannia Boulevard to Cactus Road	6-lane Primary	60,000	44,500	0.742	C	10,900	55,400	0.923	E	<b>0.181</b>	<b>Yes</b>
<b>Airway Road</b>											
Paseo de las Americas to SR-905	4-lane Major	40,000	20,500	0.513	B	500	21,000	0.525	B	0.012	No
SR-905 to La Media Road	4-lane Major	40,000	48,000	1.200	F	500	48,500	1.213	F	0.013	No
La Media Road to Britannia Boulevard	4-lane Major	40,000	27,500	0.688	C	0	27,500	0.688	C	0.000	No
Britannia Boulevard to Cactus Road	4-lane Major	40,000	46,500	1.163	F	900	47,400	1.185	F	<b>0.022</b>	<b>Yes</b>
Cactus Road to Heritage Road	4-lane Major	40,000	39,500	0.988	E	11,800	51,300	1.283	F	<b>0.295</b>	<b>Yes</b>
Heritage Road to Caliente Avenue	4-lane Major	40,000	56,500	1.413	F	6,000	62,500	1.563	F	<b>0.150</b>	<b>Yes</b>
Caliente Avenue to Old Otay Mesa Road	4-lane Collector	30,000	20,500	0.683	D	1,100	21,600	0.720	D	0.037	No
<b>Otay Mesa Road</b>											
Harvest Road to SR-125 NB	4-lane Major	40,000	42,500	1.063	F	0	42,500	1.063	F	0.000	No
SR-125 SB to La Media Road	4-lane Primary	45,000	50,000	1.111	F	3,800	53,800	1.196	F	<b>0.085</b>	<b>Yes</b>
La Media Road to Britannia Boulevard	7-lane Major	55,000	49,500	0.900	D	400	49,900	0.907	D	0.007	No
Britannia Boulevard to Cactus Road	6-lane Primary	60,000	47,500	0.792	C	2,100	49,600	0.827	C	0.035	No
Cactus Road to Heritage Road	6-lane Primary	60,000	74,000	1.233	F	2,100	76,100	1.268	F	<b>0.035</b>	<b>Yes</b>
Heritage Road to Caliente Avenue	6-lane Primary	60,000	36,000	0.600	C	300	36,300	0.605	C	0.005	No
<b>La Media Road</b>											
Lone Star Road to Otay Mesa Road	6-lane Primary	60,000	64,500	1.075	F	6,400	70,900	1.182	F	<b>0.107</b>	<b>Yes</b>
Otay Mesa Road to SR-905	6-lane Primary	60,000	48,000	0.800	C	9,800	57,800	0.963	E	<b>0.163</b>	<b>Yes</b>
SR-905 to Airway Road	6-lane Primary	60,000	75,500	1.258	F	10,100	85,600	1.427	F	<b>0.169</b>	<b>Yes</b>
Airway Road to Siempre Viva Road	6-lane Primary	40,000	32,000	0.800	D	10,600	42,600	1.065	F	<b>0.265</b>	<b>Yes</b>
<b>Britannia Boulevard</b>											
Otay Mesa Road to SR-905	4-lane Major	40,000	19,500	0.488	B	2,500	22,000	0.550	C	0.062	No
SR-905 to Airway Road	4-lane Major	40,000	52,000	1.300	F	16,500	68,500	1.713	F	<b>0.413</b>	<b>Yes</b>
Airway Road to Siempre Viva Road	4-lane Major	40,000	33,000	0.825	D	17,500	50,500	1.263	F	<b>0.438</b>	<b>Yes</b>

**Table 5.2-20 (cont.)  
 BUILDOUT ADOPTED COMMUNITY PLAN WITHOUT AND WITH PROPOSED PROJECT – ROADWAY CONDITIONS**

Roadway Segment	Classification	Capacity	Buildout Adopted Community Plan Without Proposed Project			Project Volume	Buildout Adopted Community Plan Plus Proposed Project			Change in V/C	Significant Impact?
			Volume	V/C	LOS		Volume	V/C	LOS		
<b>Cactus Road</b>											
Otay Mesa Road to Airway Road	4-lane Collector	30,000	35,000	1.167	<b>F</b>	0	35,000	1.167	<b>F</b>	0.000	No
Airway Road to Siempre Viva Road	4-lane Collector	30,000	23,000	0.767	D	10,900	33,900	1.130	<b>F</b>	<b>0.363</b>	<b>Yes</b>
<b>Heritage Road-Otay Valley Road</b>											
Avenida de las Vistas to Otay Mesa Road	6-lane Major	50,000	47,500	0.950	<b>E</b>	4,200	51,700	1.034	<b>F</b>	<b>0.084</b>	<b>Yes</b>
<b>Heritage Road</b>											
Otay Mesa Road to SR-905	6-lane Major	50,000	17,500	0.350	A	2,300	19,800	0.396	A	0.046	No
SR-905 to Airway Road	6-lane Major	50,000	52,000	1.040	<b>F</b>	5,700	57,700	1.154	<b>F</b>	<b>0.114</b>	<b>Yes</b>
<b>Ocean View Hills</b>											
Street A to Otay Mesa Road	6-lane Major	50,000	23,500	0.470	B	1,200	24,700	0.494	B	0.024	No
<b>Caliente Avenue</b>											
Otay Mesa Road to SR-905	6-lane Major	50,000	39,000	0.780	C	800	39,800	0.796	C	0.016	No
SR-905 to Airway Road	6-lane Major	50,000	38,000	0.760	C	5,400	43,400	0.868	D	0.108	No
<b>Otay Pacific Drive</b>											
Siempre Viva Road to Otay Pacific Place	2-lane Collector (TWLTL)	15,000	0	0.000	A	33,780	33,780	2.252	<b>F</b>	<b>2.252</b>	<b>Yes</b>
<b>Las Californias Drive</b>											
Siempre Viva Road to Otay Pacific Place	2-lane Collector*	8,000	0	0.000	A	12,910	12,910	1.614	<b>F</b>	<b>1.614</b>	<b>Yes</b>
<b>Otay Pacific Place</b>											
Otay Pacific Drive to Las Californias Drive	2-lane Collector*	8,000	0	0.000	A	20,070	20,070	2.509	<b>F</b>	<b>2.509</b>	<b>Yes</b>

Source: LSA 2011

Note: Bolded and shaded values represent roadway segments that would operate at unsatisfactory LOS (E or F).

\* Commercial-Industrial fronting

NB = northbound; SB = southbound; TWLTL = two-way left-turn lane

### *Phase 1*

Table 5.2-22, *Phase 1 Without and With Proposed Project – Freeway Conditions*, summarizes the results of the Phase 1 without and with the proposed project AM and PM peak period freeway mainline analysis. As shown in this table, all analyzed freeway segments would operate at satisfactory LOS (D or better) without and with the project. Therefore, no significant impacts would occur.

### *Phase 2*

Table 5.2-23, *Phase 2 Without and With Proposed Project – Freeway Conditions*, summarizes the results of the Phase 2 without and with the proposed project AM and PM peak period freeway mainline analysis. As shown in this table, all freeway segments would operate at satisfactory LOS (D or better) without and with the project. Therefore, no significant impacts would occur.

### *Buildout*

Table 5.2-24 *Buildout Adopted Community Plan Without and With Proposed Project – Freeway Conditions*, summarizes the results of the Buildout Adopted Community Plan without and with the proposed project AM and PM peak period freeway mainline analysis. As shown in this table, 13 of the analyzed freeway segments would operate at unacceptable LOS (E or F) without the project. Table 5.2-24 also shows that the following 10 freeway segments would operate at unacceptable LOS (E or F) with the project:

- I-805 between Palomar Street and Main Street (LOS F in both directions during AM and PM peak periods)
- I-805 between Main Street and Palm Avenue (LOS F northbound during AM peak period and LOS F southbound during PM peak period)
- I-805 between Palm Avenue and SR-905 (LOS F northbound during AM peak period and LOS F southbound during PM peak period)
- SR-905 between I-805 and Picador Boulevard (LOS F eastbound during AM peak period and LOS F westbound during PM peak period)
- SR-905 between Picador Boulevard and Beyer Boulevard (LOS F eastbound during AM peak period and LOS F westbound during PM peak period)
- SR-905 between Britannia Boulevard and Heritage Road (LOS F in both directions during AM and PM peak periods)
- SR-905 between Heritage Road and Caliente Avenue (LOS F in both directions during AM and PM peak periods)
- SR-905 between Caliente Avenue and I-805 (LOS F in both directions during AM and PM peak periods)
- SR-125 between Otay Valley Road and Lone Star Road (LOS F northbound during AM peak period and LOS F southbound during PM peak period)
- SR-125 between SR-905 and Siempre Viva Road (LOS F northbound during AM peak period and LOS F southbound during PM peak period)

Implementation of the proposed project would result in significant impacts along all of the above segments. The project would increase the V/C by more than the 0.01 significant impact threshold.

**Table 5.2-21  
 EXISTING (2009) AND EXISTING PLUS PROJECT – FREEWAY CONDITIONS**

Freeway Segment	Direction	Lanes	Capacity <sup>1</sup>	Existing Conditions						Project Peak Period Volume		Existing Plus Project						Change in V/C		Significant Impact?
				AM Peak Period			PM Peak Period			AM	PM	AM Peak Period			PM Peak Period			AM	PM	
				Vol	V/C	LOS	Vol	V/C	LOS			Vol	V/C	LOS	Vol	V/C	LOS			
<b>I-5</b>																				
North of Palm Avenue	NB	4	9,400	6,971	0.74	C	5,597	0.60	B	208	167	7,178	0.76	C	5,763	0.61	B	0.02	0.02	No
	SB	4	9,400	3,610	0.38	A	8,554	0.91	D	108	255	3,718	0.40	A	8,809	0.94	<b>E</b>	0.01	0.03	Yes
Palm Avenue to SR-905	NB	4	9,400	6,918	0.74	C	5,554	0.59	B	84	67	7,001	0.74	C	5,622	0.60	B	0.01	0.01	No
	SB	4	9,400	3,583	0.38	A	8,490	0.90	D	43	103	3,626	0.39	A	8,592	0.91	<b>D</b>	0.00	0.01	No
SR-905 to I-805	NB	4	9,400	5,200	0.55	B	4,175	0.44	B	27	21	5,227	0.56	B	4,197	0.45	B	0.00	0.00	No
	SB	4	9,400	2,693	0.29	A	6,382	0.68	C	14	33	2,707	0.29	A	6,414	0.68	C	0.00	0.00	No
I-805 to Border	NB	4	9,400	4,479	0.48	B	2,501	0.27	A	47	26	4,526	0.48	B	2,528	0.27	A	0.01	0.00	No
	SB	4	9,400	615	0.07	A	6,474	0.69	C	7	68	621	0.07	A	6,542	0.70	C	0.00	0.01	No
<b>I-805</b>																				
North of Palm Avenue	NB	4+Aux	11,200	6,432	0.57	B	5,919	0.53	B	461	424	6,893	0.62	B	6,343	0.57	B	0.04	0.04	No
	SB	4+Aux	11,200	5,435	0.49	B	6,957	0.62	C	389	498	5,824	0.52	B	7,455	0.67	C	0.03	0.04	No
Palm Avenue to SR-905	NB	4+Aux	11,200	3,929	0.35	A	5,144	0.46	B	297	389	4,226	0.38	A	5,533	0.49	B	0.03	0.03	No
	SB	4+Aux	11,200	7,600	0.68	C	8,070	0.72	C	575	610	8,174	0.73	C	8,680	0.77	C	0.05	0.05	No
SR-905 to I-5	NB	4	9,400	2,971	0.32	A	3,890	0.41	B	15	19	2,986	0.32	A	3,910	0.42	B	0.00	0.00	No
	SB	4	9,400	5,747	0.61	B	6,103	0.65	C	28	30	5,776	0.61	B	6,133	0.65	C	0.00	0.00	No
<b>SR-905</b>																				
I-5 to Beyer Road	WB	2	4,700	3,011	0.64	C	2,391	0.51	B	411	326	3,421	0.73	C	2,717	0.58	B	0.09	0.07	No
	EB	2	4,700	2,471	0.53	B	3,187	0.68	C	337	435	2,808	0.60	B	3,622	0.77	C	0.07	0.09	No
Beyer Road to Picador Boulevard	WB	2	4,700	3,014	0.64	C	2,393	0.51	B	438	348	3,452	0.73	C	2,741	0.58	B	0.09	0.07	No
	EB	2	4,700	2,474	0.53	B	3,191	0.68	C	360	464	2,834	0.60	B	3,655	0.78	C	0.08	0.10	No
Picador Boulevard to I-805	WB	2	4,700	1,550	0.33	A	3,731	0.79	C	194	466	1,744	0.37	A	4,198	0.89	D	0.04	0.10	No
	EB	2	4,700	3,443	0.73	C	2,070	0.44	B	430	259	3,873	0.82	D	2,329	0.50	B	0.09	0.06	No
I-805 to Caliente Avenue	WB	2	4,700	1,454	0.31	A	3,498	0.74	C	501	1,207	1,955	0.42	B	4,705	1.00	<b>F</b>	0.11	0.26	Yes
	EB	2	4,700	3,228	0.69	C	1,940	0.41	B	1,114	669	4,341	0.92	<b>E</b>	2,610	0.56	B	0.24	0.14	Yes

Table 5.2-21 (cont.) EXISTING (2009) AND EXISTING PLUS PROJECT – FREEWAY CONDITIONS																				
Freeway Segment	Direction	Lanes	Capacity <sup>1</sup>	Existing Conditions						Project Peak Period Volume		Existing Plus Project						Change in V/C		Significant Impact?
				AM Peak Period			PM Peak Period			AM	PM	AM Peak Period			PM Peak Period			AM	PM	
				Vol	V/C	LOS	Vol	V/C	LOS			Vol	V/C	LOS	Vol	V/C	LOS			
<b>SR-125</b>																				
Otay Valley Road to Lone Star Road	NB	2	4,700	1,650	0.35	A	1,070	0.23	A	139	92	1,789	0.38	A	1,162	0.25	A	0.03	0.02	No
	SB	2	4,700	1,040	0.22	A	1,640	0.35	A	92	139	1,132	0.24	A	1,779	0.38	A	0.02	0.03	No
Lone Star Road to Otay Mesa Road	NB	2	4,700	1,650	0.35	A	1,070	0.23	A	139	92	1,789	0.38	A	1,162	0.25	A	0.03	0.02	No
	SB	2	4,700	1,040	0.22	A	1,640	0.35	A	92	139	1,132	0.24	A	1,779	0.38	A	0.02	0.03	No
Otay Mesa Road to SR-905	NB	2	4,700	1,100	0.23	A	720	0.15	A	139	92	1,239	0.26	A	812	0.17	A	0.03	0.02	No
	SB	2	4,700	690	0.15	A	1,090	0.23	A	92	139	782	0.17	A	1,229	0.26	A	0.02	0.03	No
SR-905 to Siempre Viva Road	NB	2	4,700	1,100	0.23	A	720	0.15	A	149	100	1,249	0.27	A	820	0.17	A	0.03	0.02	No
	SB	2	4,700	690	0.15	A	1,090	0.23	A	100	149	790	0.17	A	1,239	0.26	A	0.02	0.03	No

Source: LSA 2011

<sup>1</sup>Mainline lane capacity of 2,350 vphpl, auxiliary lane (A) capacity of 1,800 vphpl, high-occupancy vehicle (HOV) lane capacity of 1,600 vphpl at 65 mph per HCM

Note: Bolded and shaded values represent roadway segments operating at unsatisfactory LOS (LOS E or F)

EB = eastbound; NB = northbound; SB = southbound; Vol = volume; WB = westbound

Table 5.2-22 PHASE 1 WITHOUT AND WITH PROPOSED PROJECT – FREEWAY CONDITIONS																				
Freeway Segment	Direction	Lanes	Capacity <sup>1</sup>	Phase 1 Without Proposed Project						Project Peak Period Volume		Phase 1 Plus Proposed Project						Change in V/C		Significant Impact?
				AM Peak Period			PM Peak Period			AM	PM	AM Peak Period			PM Peak Period			AM	PM	
				Vol	V/C	LOS	Vol	V/C	LOS			Vol	V/C	LOS	Vol	V/C	LOS			
<b>I-5</b>																				
I-805/I-5 junction to Camino del Plaza	NB	4	9,400	3,950	0.42	B	2,570	0.27	A	15	10	3,965	0.43	B	2,580	0.28	A	0.00	0.00	No
	SB	4	9,400	2,490	0.26	A	3,940	0.42	B	10	15	2,2500	0.27	A	3,955	0.43	B	0.00	0.00	No
<b>I-805</b>																				
Palomar Street to Main Street	NB	4	9,400	7,740	0.82	D	5,040	0.54	B	197	132	7,937	0.86	D	5,172	0.56	B	0.02	0.01	No
	SB	4	9,400	4,870	0.52	B	7,730	0.82	D	132	197	5,002	0.54	B	7,927	0.86	D	0.01	0.02	No
Main Street to Palm Avenue	NB	4+Aux	11,200	7,590	0.68	C	4,940	0.44	B	197	132	7,787	0.85	D	5,072	0.55	B	0.02	0.01	No
	SB	4+Aux	11,200	4,770	0.43	B	7,580	0.68	C	132	197	4,902	0.53	B	7,777	0.85	D	0.01	0.02	No

**Table 5.2-22 (cont.)**  
**PHASE 1 WITHOUT AND WITH PROPOSED PROJECT – FREEWAY CONDITIONS**

Freeway Segment	Direction	Lanes	Capacity <sup>1</sup>	Phase 1 Without Proposed Project						Project Peak Period Volume		Phase 1 Plus Proposed Project						Change in V/C		Significant Impact?
				AM Peak Period			PM Peak Period			AM	PM	AM Peak Period			PM Peak Period			AM	PM	
				Vol	V/C	LOS	Vol	V/C	LOS			Vol	V/C	LOS	Vol	V/C	LOS			
<b>I-805 (cont.)</b>																				
Palm Avenue to SR-905	NB	4+Aux	11,200	5,610	0.50	B	3,650	0.33	A	203	135	5,813	0.63	C	3,785	0.41	B	0.02	0.01	No
	SB	4+Aux	11,200	3,530	0.32	A	5,600	0.50	B	135	203	3,665	0.40	A	5,803	0.63	C	0.01	0.02	No
SR-905 to I-5	NB	4	9,400	3,020	0.32	A	1,960	0.21	A	5	4	3,025	0.33	A	1,964	0.21	A	0.00	0.00	No
	SB	4	9,400	1,900	0.20	A	3,010	0.32	A	4	5	1,904	0.21	A	3,015	0.33	A	0.00	0.00	No
<b>SR-905</b>																				
I-805 to Picador Boulevard	EB	2	4,700	2,690	0.57	B	1,760	0.37	A	144	96	2,834	0.62	B	1,856	0.40	A	0.03	0.02	No
	WB	2	4,700	1,700	0.36	A	2,710	0.58	B	96	144	1,796	0.39	A	2,854	0.62	C	0.02	0.03	No
Picador Boulevard to Beyer Boulevard	EB	2	4,700	2,760	0.59	B	1,790	0.38	A	144	96	2,904	0.63	C	1,886	0.41	A	0.03	0.02	No
	WB	2	4,700	1,730	0.37	A	2,750	0.59	B	96	144	1,826	0.40	A	2,894	0.63	C	0.02	0.03	No
SR-125 to La Media Road	EB	3	7,050	760	0.11	A	500	0.07	A	21	14	781	0.11	A	514	0.07	A	0.00	0.00	No
	WB	3	7,050	490	0.07	A	760	0.11	A	14	21	504	0.07	A	781	0.11	A	0.00	0.00	No
La Media Road to Britannia Boulevard	EB	3	7,050	1,130	0.16	A	740	0.10	A	21	14	1,151	0.17	A	754	0.11	A	0.00	0.00	No
	WB	3	7,050	720	0.10	A	1,130	0.16	A	14	21	734	0.11	A	1,151	0.17	A	0.00	0.00	No
Britannia Boulevard to Heritage Road	EB	3	7,050	1,330	0.19	A	880	0.12	A	272	181	1,602	0.23	A	1,061	0.15	A	0.04	0.03	No
	WB	3	7,050	850	0.12	A	1,330	0.19	A	181	272	1,031	0.15	A	1,602	0.23	A	0.03	0.04	No
Heritage Road to Caliente Avenue	EB	3	7,050	1,330	0.19	A	880	0.12	A	272	181	1,602	0.23	A	1,061	0.15	A	0.04	0.03	No
	WB	3	7,050	850	0.12	A	1,330	0.19	A	181	272	1,031	0.15	A	1,602	0.23	A	0.03	0.04	No
Caliente Avenue to I-805	EB	3	7,050	1,370	0.19	A	900	0.13	A	357	238	1,727	0.25	A	1,138	0.16	A	0.05	0.03	No
	WB	3	7,050	870	0.12	A	1,370	0.19	A	238	357	1,108	0.16	A	1,727	0.25	A	0.03	0.05	No
<b>SR-125</b>																				
Otay Valley Road to Lone Star Road	NB	2	4,700	1,780	0.38	A	1,160	0.25	A	203	135	1,983	0.42	A	1,295	0.28	A	0.04	0.03	No
	SB	2	4,700	1,120	0.24	A	1,770	0.38	A	135	203	1,255	0.27	A	1,973	0.42	A	0.03	0.04	No
Lone Star Road to Otay Mesa Road	NB	2	4,700	1,780	0.38	A	1,160	0.25	A	203	135	1,983	0.42	A	1,295	0.28	A	0.04	0.03	No
	SB	2	4,700	1,120	0.24	A	1,770	0.38	A	135	203	1,255	0.27	A	1,973	0.42	A	0.03	0.04	No
Otay Mesa Road to SR-905	NB	2	4,700	1,190	0.25	A	770	0.16	A	0	0	1,190	0.25	A	770	0.16	A	0.00	0.00	No
	SB	2	4,700	750	0.16	A	1,180	0.25	A	0	0	750	0.16	A	1,180	0.25	A	0.00	0.00	No
SR-905 to Siempre Viva Road	NB	2	4,700	1,190	0.25	A	770	0.16	A	16	11	1,206	0.26	A	781	0.17	A	0.00	0.00	No
	SB	2	4,700	750	0.16	A	1,180	0.25	A	11	16	761	0.16	A	1,196	0.25	A	0.00	0.00	No

Source: LSA 2011

<sup>1</sup> Mainline lane capacity of 2,350 vphpl, auxiliary lane (A) capacity of 1,800 vphpl, high-occupancy vehicle (HOV) lane capacity of 1,600 vphpl, climbing lane (CL) capacity of 1,500 vphpl per City. EB = eastbound; NB = northbound; SB = southbound; Vol = volume; WB = westbound



**Table 5.2-23  
 PHASE 2 WITHOUT AND WITH PROPOSED PROJECT – FREEWAY CONDITIONS**

Freeway Segment	Direction	Lanes	Capacity <sup>1</sup>	Phase 2 Without Proposed Project						Project Peak Period Volume		Phase 2 Plus Proposed Project						Change in V/C		Significant Impact?
				AM Peak Period			PM Peak Period					AM Peak Period			PM Peak Hour					
				Vol	V/C	LOS	Vol	V/C	LOS	AM	PM	Vol	V/C	LOS	Vol	V/C	LOS	AM	PM	
<b>I-5</b>																				
I-805/I-5 junction to Camino del Plaza	NB	4	9,400	4,430	0.47	B	2,880	0.31	A	11	7	4,441	0.47	B	2,887	0.31	A	0.00	0.00	No
	SB	4	9,400	2,790	0.30	A	4,420	0.47	B	7	11	2,797	0.30	A	4,431	0.47	B	0.00	0.00	No
<b>I-805</b>																				
Palomar Street to Main Street	NB	4	9,400	8,250	0.88	D	5,370	0.57	B	128	85	8,378	0.89	D	5,455	0.58	B	0.01	0.01	No
	SB	4	9,400	5,190	0.55	B	8,240	0.88	D	85	128	5,275	0.56	B	8,368	0.89	D	0.01	0.01	No
Main Street to Palm Avenue	NB	4+Aux	11,200	8,160	0.73	C	5,310	0.47	B	128	85	8,288	0.74	C	5,395	0.48	B	0.01	0.01	No
	SB	4+Aux	11,200	5,130	0.46	B	8,150	0.73	C	85	128	5,215	0.47	B	8,278	0.74	C	0.01	0.01	No
Palm Avenue to SR-905	NB	4+Aux	11,200	6,760	0.60	B	4,400	0.39	A	134	89	6,894	0.62	B	4,489	0.40	A	0.01	0.01	No
	SB	4+Aux	11,200	4,250	0.38	A	6,750	0.60	B	89	134	4,339	0.39	A	6,884	0.61	B	0.01	0.01	No
SR-905 to I-5	NB	4	9,400	3,820	0.41	A	2,480	0.26	A	6	4	3,826	0.41	A	2,484	0.26	A	0.00	0.00	No
	SB	4	9,400	2,400	0.26	A	3,810	0.41	A	4	6	2,404	0.26	A	3,816	0.41	A	0.00	0.00	No
<b>SR-905</b>																				
I-805 to Picador Boulevard	EB	2	4,700	3,360	0.71	C	2,190	0.47	B	235	156	3,595	0.76	C	2,346	0.50	B	0.05	0.03	No
	WB	2	4,700	2,120	0.45	B	3,370	0.72	C	156	235	2,276	0.48	B	3,605	0.77	C	0.03	0.05	No
Picador Boulevard to Beyer Boulevard	EB	2	4,700	3,430	0.73	C	2,230	0.47	B	235	156	3,665	0.78	C	2,386	0.51	B	0.05	0.03	No
	WB	2	4,700	2,160	0.46	B	3,420	0.73	C	156	235	2,316	0.49	B	3,655	0.78	C	0.03	0.05	No
SR-125 to La Media Road	EB	3	7,050	1,790	0.25	A	1,160	0.16	A	43	28	1,833	0.26	A	1,188	0.17	A	0.01	0.00	No
	WB	3	7,050	1,130	0.16	A	1,780	0.25	A	28	43	1,158	0.16	A	1,823	0.26	A	0.00	0.01	No
La Media Road to Britannia Boulevard	EB	3	7,050	2,650	0.38	A	1,720	0.24	A	43	28	2,693	0.38	A	1,748	0.25	A	0.01	0.00	No
	WB	3	7,050	1,670	0.24	A	2,640	0.37	A	28	43	1,698	0.24	A	2,683	0.38	A	0.00	0.01	No
Britannia Boulevard to Heritage Road	EB	3	7,050	3,130	0.44	B	2,020	0.29	A	475	316	3,605	0.51	B	2,336	0.33	A	0.07	0.04	No
	WB	3	7,050	1,970	0.28	A	3,120	0.44	B	316	475	2,286	0.32	A	3,595	0.51	B	0.04	0.07	No
Heritage Road to Caliente Avenue	EB	3	7,050	3,130	0.44	B	2,020	0.29	A	475	316	3,605	0.51	B	2,336	0.33	A	0.07	0.04	No
	WB	3	7,050	1,970	0.28	A	3,120	0.44	B	316	475	2,286	0.32	A	3,595	0.51	B	0.04	0.07	No
Caliente Avenue to I-805	EB	3	7,050	3,210	0.46	B	2,080	0.30	A	603	402	3,813	0.54	B	2,482	0.35	A	0.09	0.06	No
	WB	3	7,050	2,020	0.29	A	3,210	0.46	B	402	603	2,422	0.34	A	3,813	0.54	B	0.06	0.09	No

Table 5.2-23 (cont.) PHASE 2 WITHOUT AND WITH PROPOSED PROJECT – FREEWAY CONDITIONS																				
Freeway Segment	Direction	Lanes	Capacity <sup>1</sup>	Phase 2 Without Proposed Project						Project Peak Period Volume		Phase 2 Plus Proposed Project						Change in V/C		Significant Impact?
				AM Peak Period			PM Peak Period					AM Peak Period			PM Peak Period					
				Vol	V/C	LOS	Vol	V/C	LOS	AM	PM	Vol	V/C	LOS	Vol	V/C	LOS	AM	PM	
<b>SR-125</b>																				
Otay Valley Road to Lone Star Road	NB	2	4,700	2,720	0.58	B	1,770	0.38	A	341	228	3,061	0.65	C	1,998	0.43	B	0.07	0.05	No
	SB	2	4,700	1,710	0.36	A	2,710	0.58	B	228	341	1,938	0.41	B	3,051	0.65	C	0.05	0.07	No
Lone Star Road to Otay Mesa Road	NB	2	4,700	2,720	0.58	B	1,770	0.38	A	341	228	3,061	0.65	C	1,998	0.43	B	0.07	0.05	No
	SB	2	4,700	1,710	0.36	A	2,710	0.58	B	228	341	1,938	0.41	B	3,051	0.65	C	0.05	0.07	No
Otay Mesa to SR-905	NB	2	4,700	1,310	0.28	A	850	0.18	A	0	0	1,310	0.28	A	850	0.18	A	0.00	0.00	No
	SB	2	4,700	820	0.17	A	1,300	0.28	A	0	0	820	0.17	A	1,300	0.28	A	0.00	0.00	No
SR-905 to Siempre Viva Road	NB	2	4,700	1,990	0.42	B	1,300	0.28	A	27	18	2,017	0.43	B	1,318	0.28	A	0.01	0.00	No
	SB	2	4,700	1,260	0.27	A	1,990	0.42	B	18	27	1,278	0.27	A	2,017	0.43	B	0.00	0.01	No

Source: LSA 2011

<sup>1</sup> Mainline lane capacity of 2,350 vphpl, auxiliary lane (A) capacity of 1,800 vphpl, high-occupancy vehicle (HOV) lane capacity of 1,600 vphpl, climbing lane (CL) capacity of 1,500 vphpl per City.

Note: Bolded and shaded values represent freeway mainline segments operating at unsatisfactory LOS (F).

EB = eastbound; NB = northbound; SB = southbound; Vol = volume; WB = westbound

Table 5.2-24 BUILDOUT ADOPTED COMMUNITY PLAN WITHOUT AND WITH PROPOSED PROJECT – FREEWAY CONDITIONS																				
Freeway Segment	Direction	Lanes	Capacity <sup>1</sup>	Buildout Adopted Community Plan Without Proposed Project						Project Peak Hour Volumes		Buildout Adopted Community Plan Plus Proposed Project						Change in V/C		Significant Impact?
				AM Peak Hour			PM Peak Hour					AM Peak Hour			PM Peak Hour					
				Vol	V/C	LOS	Vol	V/C	LOS	AM	PM	Vol	V/C	LOS	Vol	V/C	LOS	AM	PM	
<b>I-5<sup>2</sup></b>																				
I-805/I-5 junction to Camino del Plaza	NB	4+2 HOV	12,600	22,240	1.77	<b>F</b>	14,827	1.18	<b>F</b>	59	39	22,299	1.77	<b>F</b>	14,866	1.18	<b>F</b>	0.00	0.00	No
	SB	4+2 HOV	12,600	14,827	1.18	<b>F</b>	22,240	1.77	<b>F</b>	39	59	14,866	1.18	<b>F</b>	22,299	1.77	<b>F</b>	0.00	0.00	No
<b>I-805</b>																				
Palomar Street to Main Street	NB	4	9,400	14,080	1.50	<b>F</b>	9,387	1.00	<b>E</b>	592	395	14,672	1.56	<b>F</b>	9,781	1.04	<b>F</b>	<b>0.06</b>	<b>0.04</b>	<b>Yes</b>
	SB	4	9,400	9,387	1.00	<b>E</b>	14,080	1.50	<b>F</b>	395	592	9,781	1.04	<b>F</b>	14,672	1.56	<b>F</b>	<b>0.04</b>	<b>0.06</b>	<b>Yes</b>
Main Street to Palm Avenue	NB	4+Aux	11,200	14,080	1.26	<b>F</b>	9,387	0.84	D	608	405	14,688	1.31	<b>F</b>	9,792	0.87	D	<b>0.06</b>	0.04	<b>Yes</b>
	SB	4+Aux	11,200	9,387	0.84	D	14,080	1.26	<b>F</b>	405	608	9,792	0.87	D	14,688	1.31	<b>F</b>	0.04	<b>0.06</b>	<b>Yes</b>
Palm Avenue to SR-905	NB	4+Aux	11,200	12,507	1.12	<b>F</b>	8,338	0.74	C	608	405	13,115	1.17	<b>F</b>	8,743	0.78	C	<b>0.06</b>	0.04	<b>Yes</b>
	SB	4+Aux	11,200	8,338	0.74	C	12,507	1.12	<b>F</b>	405	608	8,743	0.78	C	13,115	1.17	<b>F</b>	0.04	<b>0.06</b>	<b>Yes</b>
SR-905 to I-5	NB	4	9,400	6,347	0.68	B	4,231	0.45	A	27	18	6,373	0.68	C	4,249	0.45	B	0.00	0.00	No
	SB	4	9,400	4,231	0.45	A	6,347	0.68	B	18	27	4,249	0.45	B	6,373	0.68	C	0.00	0.00	No

**Table 5.2-24 (cont.)**  
**BUILDOUT ADOPTED COMMUNITY PLAN WITHOUT AND WITH PROPOSED PROJECT – FREEWAY CONDITIONS**

Freeway Segment	Direction	Lanes	Capacity <sup>1</sup>	Buildout Adopted Community Plan Without Proposed Project						Project Peak Hour Volumes		Buildout Adopted Community Plan Plus Proposed Project						Change in V/C		Significant Impact?
				AM Peak Hour			PM Peak Hour			Vol	V/C	AM Peak Hour			PM Peak Hour			AM	PM	
				Vol	AM	PM	Vol	V/C	LOS			Vol	V/C	LOS	Vol	V/C	LOS			
<b>SR-905</b>																				
I-805 to Picador Boulevard	EB	2+Aux	6,500	7,707	1.19	<b>F</b>	5,138	0.79	C	453	302	8,160	1.26	<b>F</b>	5,440	0.84	D	<b>0.07</b>	0.05	<b>Yes</b>
	WB	2+Aux	6,500	5,138	0.79	C	7,707	1.19	<b>F</b>	302	453	5,440	0.84	D	8,160	1.26	<b>F</b>	0.05	<b>0.07</b>	<b>Yes</b>
Picador Boulevard to Beyer Boulevard	EB	2+Aux	6,500	7,707	1.19	<b>F</b>	5,138	0.79	C	453	302	8,160	1.26	<b>F</b>	5,440	0.84	D	<b>0.07</b>	0.05	<b>Yes</b>
	WB	2+Aux	6,500	5,138	0.79	C	7,707	1.19	<b>F</b>	302	453	5,440	0.84	D	8,160	1.26	<b>F</b>	0.05	<b>0.07</b>	<b>Yes</b>
SR-125 to La Media Road	EB	3	7,050	6,373	0.90	<b>E</b>	4,249	0.60	B	11	7	6,384	0.91	D	4,256	0.60	B	0.00	0.00	No
	WB	3	7,050	4,249	0.60	B	6,373	0.90	<b>E</b>	7	11	4,256	0.60	B	6,384	0.91	D	0.00	0.00	No
La Media Road to Britannia Boulevard	EB	3+Aux	8,850	8,800	0.99	<b>E</b>	5,867	0.66	B	0	0	8,800	0.99	<b>E</b>	5,867	0.66	C	0.00	0.00	No
	WB	3+Aux	8,850	5,867	0.66	B	8,800	0.99	<b>E</b>	0	0	5,867	0.66	C	8,800	0.99	<b>E</b>	0.00	0.00	No
Britannia Boulevard to Heritage Road	EB	3	7,050	10,240	1.45	<b>F</b>	6,827	0.97	<b>E</b>	747	498	10,987	1.56	<b>F</b>	7,324	1.04	<b>F</b>	<b>0.11</b>	<b>0.07</b>	<b>Yes</b>
	WB	3	7,050	6,827	0.97	<b>E</b>	10,240	1.45	<b>F</b>	498	747	7,324	1.04	<b>F</b>	10,987	1.56	<b>F</b>	<b>0.07</b>	<b>0.11</b>	<b>Yes</b>
Heritage Road to Caliente Avenue	EB	3	7,050	11,760	1.67	<b>F</b>	7,840	1.11	<b>F</b>	928	619	12,688	1.80	<b>F</b>	8,459	1.20	<b>F</b>	<b>0.13</b>	<b>0.09</b>	<b>Yes</b>
	WB	3	7,050	7,840	1.11	<b>F</b>	11,760	1.67	<b>F</b>	619	928	8,459	1.20	<b>F</b>	12,688	1.80	<b>F</b>	<b>0.09</b>	<b>0.13</b>	<b>Yes</b>
Caliente Avenue to I-805	EB	3+CL	8,650	13,280	1.54	<b>F</b>	8,853	1.02	<b>F</b>	1,093	729	14,373	1.66	<b>F</b>	9,582	1.11	<b>F</b>	<b>0.13</b>	<b>0.08</b>	<b>Yes</b>
	WB	3+CL	8,650	8,853	1.02	<b>F</b>	13,280	1.54	<b>F</b>	729	1,093	9,582	1.11	<b>F</b>	14,373	1.66	<b>F</b>	<b>0.08</b>	<b>0.13</b>	<b>Yes</b>
<b>SR-125</b>																				
Otay Mesa Road to Lone Star Road	NB	2 (Toll)	4,700	5,173	1.10	<b>F</b>	3,449	0.73	C	139	92	5,312	1.13	<b>F</b>	3,541	0.75	C	<b>0.03</b>	0.02	<b>Yes</b>
	SB	2 (Toll)	4,700	3,449	0.73	C	5,173	1.10	<b>F</b>	92	139	5,312	1.13	<b>F</b>	3,541	0.75	C	0.02	<b>0.03</b>	<b>Yes</b>
Lone Star Road to Otay Valley Road	NB	2 (Toll)	4,700	3,813	0.81	D	2,542	0.54	A	139	92	3,952	0.84	D	2,635	0.56	B	0.03	0.02	No
	SB	2 (Toll)	4,700	2,542	0.54	A	3,813	0.81	D	92	139	2,635	0.56	B	3,952	0.84	D	0.02	0.03	No
Otay Mesa to SR-905	NB	2	4,700	3,813	0.81	D	2,542	0.54	A	139	92	3,952	0.84	D	2,635	0.56	B	0.03	0.02	No
	SB	2	4,700	2,542	0.54	A	3,813	0.81	D	92	139	2,635	0.56	B	3,952	0.84	D	0.02	0.03	No
SR-905 to Siempre Viva Road	NB	2	4,700	5,680	1.21	<b>F</b>	3,787	0.81	D	149	100	5,829	1.24	<b>F</b>	3,886	0.83	D	<b>0.03</b>	0.02	<b>Yes</b>
	SB	2	4,700	3,787	0.81	D	5,680	1.21	<b>F</b>	100	149	3,886	0.83	D	5,829	1.24	<b>F</b>	0.02	<b>0.03</b>	<b>Yes</b>

Source: LSA 2011

<sup>1</sup> Mainline lane capacity of 2,350 vphpl, auxiliary lane (Aux) capacity of 1,800 vphpl, high-occupancy vehicle (HOV) lane capacity of 1,600 vphpl, climbing lane (CL) capacity of 1,500 vphpl per City.

<sup>2</sup> I-5 volumes (2030 Buildout No Project) and lanes between I-8 and SR-54 referenced from San Diego Association of Governments (SANDAG) Traffic Forecast Tool (<http://gis.sandag.org/tficsr11/f2030tf30/viewer.htm>).

Note: Bolded and shaded values represent freeway mainline segments operating at unsatisfactory LOS (E or F).

EB = eastbound; NB = northbound; SB = southbound; Vol = volume; WB = westbound

## Freeway Ramp Metering Analysis

### *Existing Plus Project*

The SR-125 on-ramps at Otay Mesa Road and the SR-905 on-ramps at Siempre Viva Road are not currently metered. Therefore, a ramp metering analysis is not provided for existing conditions.

### *Phase 1*

Table 5.2-25, *Phase 1 Without and With Proposed Project – Freeway Ramp Conditions*, summarizes the results of the Phase 1 without and with the proposed project AM and PM peak period ramp metering analysis using the fixed meter rate methodology. As this table indicates, vehicles would theoretically experience greater than 15 minutes of ramp meter delay at the SR-125 northbound ramp at Otay Mesa Road (PM peak period) when using a fixed meter rate without and with the project. Implementation of the proposed project, however, would not result in a significant impact at this ramp meter because the downstream freeway analysis shows that the segment is estimated to operate at an acceptable LOS.

### *Phase 2*

Table 5.2-26, *Phase 2 Without and With Proposed Project – Freeway Ramp Conditions*, summarizes the results of the Phase 2 without and with the proposed project AM and PM peak period ramp metering analysis using the fixed meter rate methodology. As shown in this table, vehicles would theoretically experience greater than 15 minutes of ramp meter delay at two analyzed ramps when using a fixed meter rate without the project. Table 5.2-22 also shows that the SR-125 northbound ramp at Otay Mesa Road (PM peak period) when using a fixed meter rate without and with the project. Implementation of the proposed project, however, would not result in a significant impact at this ramp meter because the downstream freeway analysis shows that the segment is forecasted to operate at an acceptable LOS.

### *Buildout*

Table 5.2-27 *Buildout Adopted Community Plan Without and With Proposed Project – Freeway Ramp Conditions*, summarizes the results of the Buildout Adopted Community Plan without and with the proposed project AM and PM peak period ramp metering analysis using the fixed meter rate methodology. As shown in this table, vehicles would theoretically experience greater than 15 minutes of ramp meter delay at nine of the analyzed freeway ramps when using a fixed meter rate without the project. Table 5.2-27 also shows that vehicles would theoretically experience greater than 15 minutes of ramp meter delay at nine of the analyzed freeway ramps when using a fixed meter rate with the project. Implementation of the proposed project would result in significant impacts at the following six metered freeway on-ramps because the project would increase the delay more than one minute at all of these ramp locations:

- SR-125 northbound ramp at Otay Mesa Road (PM peak period)
- SR-905 southbound ramps at Siempre Viva Road (PM peak period)
- SR-905 northbound ramps at Siempre Viva Road (AM and PM peak periods)
- SR-905 westbound ramps at Caliente Avenue (AM and PM peak periods)
- SR-905 westbound ramps at Heritage Road (PM peak period)
- SR-905 westbound ramps at Britannia Boulevard (AM and PM peak periods)

**Table 5.2-25  
 PHASE 1 WITHOUT AND WITH PROPOSED PROJECT – FREEWAY RAMP CONDITIONS**

Location/Peak Hour	Phase 1 Without Proposed Project							Phase 1 Plus Proposed Project							Change in Delay (min)	Significant Impact?
	Total Demand (veh/hr)	No. of Lanes	Vehicle Demand per Lane	Meter Rate (veh/hr/lane) <sup>1</sup>	Excess Demand (veh/hr/lane)	Delay (min/lane)	Queue (feet/lane)	Total Demand (veh/hr)	No. of Lanes	Vehicle Demand per Lane	Meter Rate (veh/hr/lane) <sup>1</sup>	Excess Demand (veh/hr/lane)	Delay (min/lane)	Queue (feet/lane)		
<b>SR-125 NB ramps at Otay Mesa Road</b>																
AM Peak Period	518	2	259	460	0	0	0	579	2	290	460	0	0	0	0	No
PM Peak Period	1,747	2	874	460	414	<b>54</b>	10,338	1,824	2	912	460	452	<b>59</b>	11,300	5	No*
<b>SR-905 SB ramps at Siempre Viva Road</b>																
AM Peak Period	73	2	37	460	0	0	0	73	2	37	460	0	0	0	0	No
PM Peak Period	420	2	210	460	0	0	0	420	2	210	460	0	0	0	0	No
<b>SR-905 NB ramps at Siempre Viva Road</b>																
AM Peak Period	365	2	183	460	0	0	0	365	2	183	460	0	0	0	0	No
PM Peak Period	853	2	427	460	0	0	0	853	2	427	460	0	0	0	0	No
<b>SR-905 WB ramps at Caliente Avenue</b>																
AM Peak Period	626	2	313	460	0	0	0	626	2	313	460	0	0	0	0	No
PM Peak Period	506	2	253	460	0	0	0	506	2	253	460	0	0	0	0	No
<b>SR-905 EB ramps at Caliente Avenue</b>																
AM Peak Period	123	1	123	460	0	0	0	128	1	128	460	0	0	0	0	No
PM Peak Period	87	1	87	460	0	0	0	92	1	92	460	0	0	0	0	No
<b>SR-905 WB ramps at Britannia Boulevard</b>																
AM Peak Period	298	2	149	460	0	0	0	379	2	190	460	0	0	0	0	No
PM Peak Period	555	2	278	460	0	0	0	656	2	328	460	0	0	0	0	No
<b>SR-905 EB ramps at Britannia Boulevard</b>																
AM Peak Period	213	2	107	460	0	0	0	220	2	110	460	0	0	0	0	No
PM Peak Period	461	2	231	460	0	0	0	469	2	235	460	0	0	0	0	No
<b>SR-905 WB ramps at La Media Road</b>																
AM Peak Period	250	1	250	460	0	0	0	250	1	250	460	0	0	0	0	No
PM Peak Period	360	1	360	460	0	0	0	360	1	360	460	0	0	0	0	No
<b>SR-905 EB ramps at La Media Road</b>																
AM Peak Period	296	2	148	460	0	0	0	296	2	148	460	0	0	0	0	No
PM Peak Period	624	2	312	460	0	0	0	624	2	312	460	0	0	0	0	No

Source: LSA 2011

<sup>1</sup> Interchange meter rate is based on Caltrans recommended rate of 460 vehicles per hour per lane.

\* Downstream freeway analysis shows that the segment is estimated to operate at an acceptable LOS.

Note: Bolded and shaded ramp meter delays are unacceptable (i.e., greater than 15 minutes of delay).

EB = eastbound; min = minute; NB = northbound; SB = southbound; veh/hr/lane = vehicles per hour per lane; WB = westbound

**Table 5.2-26  
 PHASE 2 WITHOUT AND WITH PROPOSED PROJECT – FREEWAY RAMP CONDITIONS**

Location/Peak Hour	Phase 2 Without Proposed Project							Phase 2 Plus Proposed Project							Change in Delay (min)	Significant Impact?
	Total Demand (veh/hr)	No. of Lanes	Vehicle Demand per Lane	Meter Rate (veh/hr/lane) <sup>1</sup>	Excess Demand (veh/hr/lane)	Delay (min/lane)	Queue (feet/lane)	Total Demand (veh/hr)	No. of Lanes	Vehicle Demand per Lane	Meter Rate (veh/hr/lane) <sup>1</sup>	Excess Demand (veh/hr/lane)	Delay (min/lane)	Queue (feet/lane)		
<b>SR-125 NB Ramps at Otay Mesa Road</b>																
AM Peak Period	558	2	279	460	0	0	0	669	2	335	460	0	0	0	0	No
PM Peak Period	1,898	2	949	460	489	<b>64</b>	12,225	2,040	2	1,020	460	560	<b>73</b>	14,000	9	No*
<b>SR-905 SB Ramps at Siempre Viva Road</b>																
AM Peak Period	82	2	41	460	0	0	0	82	2	41	460	0	0	0	0	No
PM Peak Period	463	2	232	460	0	0	0	463	2	232	460	0	0	0	0	No
<b>SR-905 NB Ramps at Siempre Viva Road</b>																
AM Peak Period	405	2	203	460	0	0	0	405	2	203	460	0	0	0	0	No
PM Peak Period	940	2	470	460	10	1	250	940	2	470	460	10	1	250	0	No
<b>SR-905 WB Ramps at Caliente Avenue</b>																
AM Peak Period	790	2	395	460	0	0	0	790	2	395	460	0	0	0	0	No
PM Peak Period	914	2	457	460	0	0	0	914	2	457	460	0	0	0	0	No
<b>SR-905 EB Ramps at Caliente Avenue</b>																
AM Peak Period	153	1	153	460	0	0	0	171	1	171	460	0	0	0	0	No
PM Peak Period	177	1	177	460	0	0	0	198	1	198	460	0	0	0	0	No
<b>SR-905 WB Ramps at Britannia Boulevard</b>																
AM Peak Period	370	2	185	460	0	0	0	531	2	266	460	0	0	0	0	No
PM Peak Period	698	2	349	460	0	0	0	905	2	453	460	0	0	0	0	No
<b>SR-905 EB Ramps at Britannia Boulevard</b>																
AM Peak Period	284	2	142	460	0	0	0	299	2	150	460	0	0	0	0	No
PM Peak Period	563	2	282	460	0	0	0	582	2	291	460	0	0	0	0	No
<b>SR-905 WB Ramps at La Media Road</b>																
AM Peak Period	350	1	350	460	0	0	0	350	1	350	460	0	0	0	0	No
PM Peak Period	710	1	710	460	250	<b>33</b>	6,250	710	1	710	460	250	<b>33</b>	6,250	0	No
<b>SR-905 EB Ramps at La Media Road</b>																
AM Peak Period	400	2	200	460	0	0	0	400	2	200	460	0	0	0	0	No
PM Peak Period	800	2	400	460	0	0	0	800	2	400	460	0	0	0	0	No

Source: LSA 2011

<sup>1</sup> Interchange meter rate is based on Caltrans recommended rate of 460 vehicles per hour per lane.

\* Downstream freeway analysis shows that the segment is forecasted to operate at an acceptable LOS.

Note: Bolded and shaded ramp meter delays are unacceptable (i.e., greater than 15 minutes of delay).

EB = eastbound; min = minute; NB = northbound; SB = southbound; veh/hr/lane = vehicles per hour per lane; WB = westbound

**Table 5.2-27**  
**BUILDOUT ADOPTED COMMUNITY PLAN WITHOUT AND WITH PROPOSED PROJECT – FREEWAY RAMP CONDITIONS**

Location/Peak Hour	Buildout Adopted Community Plan Without Proposed Project							Buildout Adopted Community Plan Plus Proposed Project							Change in Delay (min)	Significant Impact?
	Total Demand (veh/hr)	No. of Lanes	Vehicle Demand per Lane	Meter Rate (veh/hr/lane) <sup>1</sup>	Excess Demand (veh/hr/lane)	Delay (min/lane)	Queue (feet/lane)	Total Demand (veh/hr)	No. of Lanes	Vehicle Demand per Lane	Meter Rate (veh/hr/lane) <sup>1</sup>	Excess Demand (veh/hr/lane)	Delay (min/lane)	Queue (feet/lane)		
<b>SR-125 NB ramps at Otay Mesa Road</b>																
AM Peak Period	865	2	433	460	0	0	0	909	2	455	460	0	0	0	0	No
PM Peak Period	2,265	2	1,133	460	673	<b>88</b>	16,813	2,332	2	1,166	460	706	<b>92</b>	17,650	4	<b>Yes</b>
<b>SR-905 SB ramps at Siempre Viva Road</b>																
AM Peak Period	850	2	425	460	0	0	0	869	2	435	460	0	0	0	0	No
PM Peak Period	1,655	2	828	460	368	<b>48</b>	9,188	1,691	2	846	460	386	<b>50</b>	9,638	2	<b>Yes</b>
<b>SR-905 NB ramps at Siempre Viva Road</b>																
AM Peak Period	1,365	2	683	460	223	<b>29</b>	5,563	1,413	2	707	460	247	<b>32</b>	6,163	3	<b>Yes</b>
PM Peak Period	5,225	2	2,613	460	2,153	<b>281</b>	53,813	5,299	2	2,650	460	2,190	<b>286</b>	54,738	5	<b>Yes</b>
<b>SR-905 WB ramps at Caliente Avenue</b>																
AM Peak Period	1,785	2	893	460	433	<b>56</b>	10,813	1,859	2	930	460	470	<b>61</b>	11,738	5	<b>Yes</b>
PM Peak Period	1,900	2	950	460	490	<b>64</b>	12,250	1,993	2	997	460	537	<b>70</b>	13,413	6	<b>Yes</b>
<b>SR-905 EB ramps at Caliente Avenue</b>																
AM Peak Period	485	1	485	460	25	3	625	550	1	550	460	90	12	2,250	8	No
PM Peak Period	485	1	485	460	25	3	625	531	1	531	460	71	9	1,775	6	No
<b>SR-905 WB ramps at Heritage Road</b>																
AM Peak Period	850	2	425	460	0	0	0	949	2	475	460	15	2	0	2	No
PM Peak Period	2,130	2	1,065	460	605	<b>79</b>	15,125	2,315	2	1,158	460	698	<b>91</b>	17,438	12	<b>Yes</b>
<b>SR-905 EB ramps at Heritage Road</b>																
AM Peak Period	300	1	300	460	0	0	0	372	1	372	460	0	0	0	0	No
PM Peak Period	510	1	510	460	50	7	1,250	564	1	564	460	104	14	2,600	7	No
<b>SR-905 WB ramps at Britannia Boulevard</b>																
AM Peak Period	1,270	2	635	460	175	<b>23</b>	4,375	1,511	2	756	460	296	<b>39</b>	7,388	16	<b>Yes</b>
PM Peak Period	3,210	2	1,605	460	1,145	<b>149</b>	28,625	3,626	2	1,813	460	1,353	<b>176</b>	33,825	27	<b>Yes</b>
<b>SR-905 EB ramps at Britannia Boulevard</b>																
AM Peak Period	455	2	228	460	0	0	0	455	2	228	460	0	0	0	0	No
PM Peak Period	1,355	2	678	460	218	<b>28</b>	0	1,355	2	678	460	218	<b>28</b>	0	0	No
<b>SR-905 WB ramps at La Media Road</b>																
AM Peak Period	1,055	1	1,055	460	595	<b>78</b>	14,875	1,055	1	1,055	460	595	<b>78</b>	14,875	0	No
PM Peak Period	2,310	1	2,310	460	1,850	<b>241</b>	46,250	2,310	1	2,310	460	1,850	<b>241</b>	46,250	0	No
<b>SR-905 EB ramps at La Media Road</b>																
AM Peak Period	700	2	350	460	0	0	0	704	2	352	460	0	0	0	0	No
PM Peak Period	1,720	2	860	460	400	<b>52</b>	10,000	1,727	2	864	460	404	<b>53</b>	10,088	0	No

Source: LSA 2011

<sup>1</sup> Interchange meter rate is based on Caltrans recommended rate of 460 vehicles per hour per lane.

Note: Bolded and shaded ramp meter delays are unacceptable (i.e., greater than 15 minutes of delay).

EB = eastbound; min = minute; NB = northbound; SB = southbound; veh/hr/lane = vehicles per hour per lane; WB = westbound

Congestion Management Program Arterials Analysis

The City’s *Traffic Impact Study Manual* states that *Congestion Management Program (CMP)* arterials must be analyzed in greater detail. The arterial must be evaluated using the peak period analysis contained in Chapter 11 of the HCM. This methodology uses the results of signalized intersection analyses, the arterial classification, and the free flow speed to calculate an average travel speed. The study area CMP arterial segment of Otay Mesa Road between SR-125 northbound ramps and Caliente Avenue for Existing Plus Project, Phase 1, Phase 2, and Buildout Adopted Community Plan scenarios were analyzed and are shown in Table 5.2-28, *CMP Arterial Analysis*.

Table 5.2-28 CMP ARTERIAL ANALYSIS								
Otay Mesa Road	Peak Period	Direction	Without Proposed Project		With Proposed Project		Change in Arterial Speed (mph)	Significant Impact?
			Arterial Speed (mph)	LOS	Arterial Speed (mph)	LOS		
<b>Existing</b>								
SR-125 NB ramp to Caliente Avenue	AM	EB	32.5	C	14.6	<b>F</b>	-17.9	<b>Yes</b>
		WB	38.2	B	36.6	B	-1.6	No
	PM	EB	36.0	B	25.4	D	-10.6	No
		WB	28.0	C	14.9	<b>F</b>	-13.1	<b>Yes</b>
<b>Phase 1</b>								
SR-125 NB ramp to Caliente Avenue	AM	EB	27.1	C	26.8	D	-0.3	No
		WB	32.6	C	33.8	C	1.2	No
	PM	EB	23.9	D	23.9	D	0.0	No
		WB	26.9	D	27.0	C	0.1	No
<b>Phase 2</b>								
SR-125 NB ramp to Caliente Avenue	AM	EB	27.0	D	22.6	D	-4.4	No
		WB	36.2	B	36.9	B	0.7	No
	PM	EB	27.3	C	24.5	D	-2.8	No
		WB	35.7	B	36.6	B	0.9	No
<b>Buildout Adopted Community Plan</b>								
SR-125 NB ramp to Caliente Avenue	AM	EB	8.1	<b>F</b>	8.0	<b>F</b>	-0.1	No
		WB	35.9	B	35.8	B	-0.1	No
	PM	EB	13.2	<b>F</b>	12.9	<b>F</b>	-0.3	No
		WB	29.5	C	28.8	C	-0.7	No

Source: LSA 2011

Note: Bolded and shaded values represent arterial segments operating at unsatisfactory LOS (E or F).  
 CMP = Congestion Management Plan; EB = eastbound; NB = northbound; WB = westbound

*Existing Plus Project*

As shown in Table 5.2-28, the following arterial segment is forecast to operate at unacceptable LOS (LOS E or F) during the Existing (2009) plus project condition:

- Otay Mesa Road between SR-125 and Caliente Avenue (LOS F during eastbound a.m. peak hour, and LOS E during westbound p.m. peak hours).



+Implementation of the proposed project would decrease the arterial segment speeds greater than the City's allowable threshold. Therefore, the proposed project would cause a significant impact along the CMP roadway segment.

### *Phase 1*

As shown in Table 5.2-28, the analyzed CMP arterial segment would operate at satisfactory LOS D or better in the Phase 1 Without Proposed Project conditions. Implementation of the proposed project would not decrease the CMP arterial segment peak hour speeds greater than the City's allowable threshold. Therefore, the proposed project would not cause a significant impact along the analyzed CMP roadway segment under the Phase 1 Plus Proposed Project scenario.

### *Phase 2*

As shown in Table 5.2-28, the analyzed CMP arterial segment would operate at satisfactory LOS D or better under the Phase 2 Without Proposed Project conditions. Implementation of the proposed project would not decrease the CMP arterial segment peak hour speeds greater than the City's allowable threshold. Therefore, the proposed project would not cause a significant impact along the analyzed CMP roadway segment with the Phase 2 Plus Proposed Project scenario.

### *Buildout*

As shown in Table 5.2-28, the following CMP arterial segment would operate at unacceptable LOS (E or F) under the Buildout Adopted Community Plan Without Proposed Project scenario:

- Otay Mesa Road between SR-125 northbound ramps and Caliente Avenue (LOS F eastbound during AM and LOS F westbound during PM peak periods)

Implementation of the proposed project would not decrease the CMP arterial segment speeds more than the City's allowable threshold. Therefore, impacts would not be significant.

### Construction Traffic

Estimating the amount, distribution, and duration of construction traffic is difficult. The origin of delivery trucks and construction workers cannot be estimated with accuracy as it would depend largely on the contractor and the sources from which construction material would be delivered. In addition, an export soil disposal site has not been identified; however, the City would ultimately approve the export disposal site. Haul trucks would access the site from Siempre Viva Road. If the export site is not within the immediate community, then the haul route would be on SR-905/Otay Mesa Road to I-5, I-805, or SR-125. If an export site is available within the community, a suitable truck route would be proposed for review by the City engineer. A traffic control plan and haul route plan also would be required for review by City staff. The majority of the truck trips would occur between the hours of 8:30 AM and 3:30 PM due to the fact that the City does not typically allow traffic control outside of these hours. Specific construction activities, however, may occasionally necessitate truck deliveries before 8:30 AM.

While construction traffic would contribute to congestion, the impact would not be significant due to the temporary nature of the activity and relatively low percentage of construction traffic represented within the overall traffic volumes. In addition, the City requires traffic controls and construction traffic to avoid peak hour traffic periods.

### **Significance of Impact**

Based on City significance criteria, potentially significant direct and cumulative impacts would occur at the following study area locations under near-term and buildout conditions:

#### Intersections

##### *Existing Plus Project*

As shown in Table 5.2-9, implementation of the proposed project will increase the intersection delay above the City's threshold limits at three locations. Therefore, the proposed project would cause significant impacts at each affected study area intersection.

- Britannia Boulevard/Otay Mesa Road (LOS F during AM and LOS E during PM peak periods)
- Britannia Boulevard/Airway Road (LOS F during AM peak period)
- Britannia Boulevard/Siempre Viva Road (LOS F during AM and PM peak periods)

##### *Phase 1*

As shown in Table 5.2-11, implementation of the proposed project would result in significant impacts at the following two intersections under the Phase 1 scenario based on the City's significance thresholds:

- Britannia Boulevard/Otay Mesa Road (LOS E during AM and PM peak periods)
- La Media Road/Airway Road (LOS F during AM peak period)

##### *Phase 2*

As shown in Table 5.2-13, implementation of the proposed project would result in significant impacts at the following three analyzed intersections under the Phase 2 scenario based on the City's significance thresholds:

- Caliente Avenue/Otay Mesa Road (LOS F during AM peak period and LOS E during PM peak period)
- Britannia Boulevard/Otay Mesa Road (LOS F during AM peak period and LOS E during PM peak period)
- La Media Road/Airway Road (LOS F during AM and PM peak periods)

### *Buildout*

As shown in Table 5.2-15, implementation of the proposed project would result in significant impacts at the following 24 analyzed intersections under the Buildout Adopted Community Plan scenario based on the City's significance thresholds:

- Caliente Avenue/Otay Mesa Road (LOS F during AM and PM peak periods)
- Heritage Road/Otay Mesa Road (LOS F during AM and PM peak periods)
- Cactus Road/Otay Mesa Road (LOS F during AM and PM peak periods)
- La Media Road/Otay Mesa Road (LOS F during AM and PM peak periods)
- SR-125 southbound ramps/Otay Mesa Road (LOS F during AM peak period)
- Britannia Boulevard/Airway Road (LOS F during AM and PM peak periods)
- La Media Road/Airway Road (LOS F during AM and PM peak periods)
- Cactus Road/Siempre Viva Road (LOS F during AM and PM peak periods)
- Britannia Boulevard/Siempre Viva Road (LOS F during AM and PM peak periods)
- La Media Road/Siempre Viva Road (LOS F during AM and PM peak periods)
- SR-905 southbound ramps/Siempre Viva Road (LOS F during AM and PM peak periods)
- SR-905 northbound ramps/Siempre Viva Road (LOS F during AM and PM peak periods)
- Caliente Avenue/SR-905 westbound ramps (LOS E during AM and PM peak periods)
- Caliente Avenue/SR-905 eastbound ramps (LOS F during AM and PM peak periods)
- Heritage Road/SR-905 westbound ramps (LOS F during PM peak period)
- Heritage Road/SR-905 eastbound ramps (LOS F during AM and PM peak periods)
- Britannia Boulevard/SR-905 westbound ramps (LOS F during AM and PM peak periods)
- Britannia Boulevard/SR-905 eastbound ramps (LOS F during AM and PM peak periods)
- La Media Road/SR-905 westbound ramps (LOS F during AM and PM peak periods)
- La Media Road/SR-905 eastbound ramps (LOS F during AM and PM peak periods)
- Heritage Road/Airway Road (LOS F during AM and PM peak periods)
- Cactus Road/Airway Road (LOS F during AM and PM peak periods)
- Caliente Avenue/Airway Road (LOS F during AM and PM peak periods)
- La Media Road/Lone Star Road (LOS F during AM and PM peak periods)

### Roadway Segments

#### *Existing Plus Project*

As shown in Table 5.2-17, the proposed project would increase the roadway v/c ratios above the City's threshold limits at 11 locations. Therefore, the proposed project would cause significant impacts along the following roadway segments within the study area:

- Siempre Viva Road between Otay Pacific Drive and Britannia Boulevard (LOS F)
- Siempre Viva Road between Otay Pacific Drive and Las Californias Drive (LOS F)
- Airway Road between La Media Road and Britannia Boulevard (LOS F)
- Otay Mesa Road between SR-125 and La Media Road (LOS F)
- Otay Mesa Road between La Media Road and Britannia Boulevard (LOS F)
- Otay Mesa Road between Britannia Boulevard and Cactus Road (LOS F)
- Otay Mesa Road between Cactus Road and Heritage Road (LOS F)

- Otay Mesa Road between Heritage Road and Caliente Avenue (LOS F)
- Britannia Boulevard between Otay Mesa Road and Airway Road (LOS F)
- Britannia Boulevard between Airway Road and Siempre Viva Road (LOS F)
- Heritage Road-Otay Valley Road between Avenida de las Vistas and Otay Mesa Road (LOS E)

### *Phase 1*

As shown in Table 5.2-18, implementation of the proposed project would result in significant impacts at the following six roadway segments under the Phase 1-scenario based on the City's significance thresholds:

- Siempre Viva Road between Otay Pacific Drive and Britannia Boulevard (LOS F)
- Airway Road between Paseo de las Americas to SR-905 (LOS F)
- Britannia Boulevard between SR-905 and Airway Road (LOS F)
- Britannia Boulevard between Airway Road and Siempre Viva Road (LOS F)
- Heritage Road-Otay Valley Road between Avenidas de las Vistas and Otay Mesa Road (LOS F)
- Otay Pacific Place between Otay Pacific Drive and Las Californias Drive (LOS F)

### *Phase 2*

As shown in Table 5.2-19, implementation of the proposed project would result in significant impacts at the following 14 roadway segments under Phase 2 conditions based on the City's significance thresholds:

- Siempre Viva Road between the Otay Pacific Drive and Britannia Boulevard (LOS F)
- Siempre Viva Road between Otay Pacific Drive and Las Californias Drive (LOS F)
- Airway Road between Paseo de las Americas and SR-905 (LOS F)
- Airway Road between SR-905 and La Media Road (LOS F)
- Airway Road between La Media Road and Britannia Boulevard (LOS F)
- Airway Road between Caliente Avenue and Old Otay Mesa Road (LOS F)
- Otay Mesa Road between SR-125 southbound ramps to and La Media Road (LOS E)
- La Media Road between SR-905 and Airway Road (LOS F)
- La Media Road between Airway Road and Siempre Viva Road (LOS F)
- Britannia Boulevard between SR-905 and Airway Road (LOS F)
- Britannia Boulevard between Airway Road and Siempre Viva Road (LOS F)
- Heritage Road-Otay Valley Road between Avenidas de las Vistas and Otay Mesa Road (LOS F)
- Otay Pacific Drive between Siempre Road and Otay Pacific Place (LOS F)
- Otay Pacific Place between Otay Pacific Drive and Las Californias Drive (LOS F)

### *Buildout*

As shown in Table 5.2-20, implementation of the proposed project would result in significant impacts at the following 20 roadway segments under Buildout Adopted Community Plan conditions based on the City's significance thresholds:

- Siempre Viva Road between La Media Road and Otay Pacific Drive (LOS E)
- Siempre Viva Road between Otay Pacific Drive and Britannia Boulevard (LOS F)
- Siempre Viva Road between Britannia Boulevard and Cactus Road (LOS E)
- Airway Road between Britannia Boulevard and Cactus Road (LOS F)
- Airway Road between Cactus Road and Heritage Road (LOS F)
- Airway Road between Heritage Road and Caliente Avenue (LOS F)
- Otay Mesa Road between SR-125 southbound and La Media Road (LOS F)
- Otay Mesa Road between Cactus Road and Heritage Road (LOS F)
- La Media Road between Lone Star Road and Otay Mesa Road (LOS F)
- La Media Road between Otay Mesa Road and SR-905 (LOS E)
- La Media Road between SR-905 and Airway Road (LOS F)
- La Media Road between Airway Road and Siempre Viva Road (LOS F)
- Britannia Boulevard between SR-905 and Airway Road (LOS F)
- Britannia Boulevard between Airway Road and Siempre Viva Road (LOS F)
- Cactus Road between Airway Road and Siempre Viva Road (LOS F)
- Heritage Road-Otay Valley Road between Avenida de las Vistas and Otay Mesa Road (LOS F)
- Heritage Road between SR-905 and Airway Road (LOS F)
- Otay Pacific Drive between Siempre Viva Road and Otay Pacific Place (LOS F)
- Las Californias Drive between Siempre Viva Road and Otay Pacific Place (LOS F)
- Otay Pacific Place between Otay Pacific Drive and Las Californias Drive (LOS F)

### Freeway Mainlines

#### *Existing Plus Project*

As shown in Table 5.2-21, the proposed project would result in significant project impacts at the following two freeway segments under the Existing Plus Project scenario:

- I-5 north of Palm Avenue (LOS F during southbound PM peak hour)
- SR-905 between Caliente Avenue and I-805 (LOS F during westbound PM peak hour and LOS E during eastbound AM peak hour)

#### *Phase 1*

As shown in Table 5.2-22, all analyzed freeway segments would operate at satisfactory LOS (D or better) under the Phase 1 scenario without and with the proposed project. Therefore, no significant impacts would occur.

## *Phase 2*

As shown in Table 5.2-23, all analyzed freeway segments would operate at satisfactory LOS (D or better) under the Phase 2 scenario without and with the proposed project. Therefore, no significant impacts would occur.

## *Buildout*

As shown in Table 5.2-24, implementation of the proposed project would result in significant impacts at the following 10 freeway segments under Buildout Adopted Community Plan conditions:

- I-805 between Palomar Street and Main Street (LOS F in both directions during AM and PM peak periods)
- I-805 between Main Street and Palm Avenue (LOS F northbound during AM peak period and LOS F southbound during PM peak period)
- I-805 between Palm Avenue and SR-905 (LOS F northbound during AM peak period and LOS F southbound during PM peak period)
- SR-905 between I-805 and Picador Boulevard (LOS F eastbound during AM peak period and LOS F westbound during PM peak period)
- SR-905 between Picador Boulevard and Beyer Boulevard (LOS F eastbound during AM peak period and LOS F westbound during PM peak period)
- SR-905 between Britannia Boulevard and Heritage Road (LOS F in both directions during AM and PM peak periods)
- SR-905 between Heritage Road and Caliente Avenue (LOS F in both directions during AM and PM peak periods)
- SR-905 between Caliente Avenue and I-805 (LOS F in both directions during AM and PM peak periods)
- SR-125 between Otay Valley Road and Lone Star Road (LOS F northbound during AM peak period and LOS F southbound during PM peak period)
- SR-125 between SR-905 and Siempre Viva Road (LOS F northbound during AM peak period and LOS F southbound during PM peak period)

## Freeway Ramp Metering

### *Existing Plus Project*

The SR-125 on-ramps at Otay Mesa Road and the SR-905 on-ramps at Siempre Viva Road are not currently metered. Therefore, a ramp metering analysis is not provided and no freeway ramp metering impacts would occur.

### *Phase 1*

As shown in Table 5.2-25, implementation of the proposed project would not result in a significant impact at any of the analyzed ramps when using the most restrictive fixed meter rate under the Phase 1 scenario.

### *Phase 2*

As shown in Table 5.2-26, implementation of the proposed project would not result in a significant impact at any of the analyzed ramps when using the most restrictive fixed meter rate under the Phase 2 scenario.

### *Buildout*

As shown in Table 5.2-27, implementation of the proposed project would result in a significant impact at the following six metered on-ramps when using the most restrictive fixed meter rate under the Buildout Adopted Community Plan scenario:

- SR-125 northbound ramp at Otay Mesa Road (PM peak period)
- SR-905 southbound ramps at Siempre Viva Road (PM peak period)
- SR-905 northbound ramps at Siempre Viva Road (AM and PM peak periods)
- SR-905 westbound ramps at Caliente Avenue (AM and PM peak periods)
- SR-905 westbound ramps at Heritage Road (PM peak period)
- SR-905 westbound ramps at Britannia Boulevard (AM and PM peak periods)

### Congestion Management Program Arterials

#### *Existing Plus Project*

As shown in Table 5.2-28, implementation of the proposed project would decrease the arterial segment speeds greater than the City's allowable threshold along one CMP arterial segment. Therefore, the proposed project ~~is~~ under the Existing Plus Project scenario would cause a significant impact along the following CMP roadway segment:

- Otay Mesa Road between SR-125 and Caliente Avenue (LOS F for eastbound a.m. peak hour, and LOS E for westbound p.m. peak hours).

#### *Phase 1*

As shown in Table 5.2-28, the analyzed CMP arterial would operate at satisfactory LOS (D or better) under Phase 1 conditions without and with the proposed project. Therefore, no significant impacts would occur.

#### *Phase 2*

As shown in Table 5.2-28, the analyzed CMP arterial would operate at satisfactory LOS (D or better) under Phase 2 conditions without and with the proposed project. Therefore, no significant impacts would occur.

### *Buildout*

As shown in Table 5.2-28, the analyzed CMP arterial would operate at satisfactory LOS (D or better) under Buildout Adopted Community Plan conditions with the proposed project. Therefore, no significant impacts would occur.

### Construction Traffic

While construction traffic would contribute to congestion, the impact is not expected to be significant due to the temporary and phased nature of the construction activity, relatively low percentage of construction traffic compared to the overall project traffic volumes, and City requirements to avoid peak traffic hours and implement a traffic control plan, when necessary. Therefore, it is anticipated that less than significant impacts would occur as a result of the project's construction phases.

### **Mitigation, Monitoring, and Reporting**

#### Direct Impacts

The owner/permittee shall perform the following intersection and roadway segment improvements to mitigate the project's direct impacts to the community road network to below a level of significance. Refer to Figures 5.2-10, *Phase 1 Impact Locations*, and 5.2-11, *Phase 2 Impact Locations*, for an illustration of the locations where significant direct impacts would occur during these phases. **If it is determined that required improvements identified in these mitigation measures for Phases 1 and 2 are not feasible, as defined in Section 15364 of the State CEQA Guidelines, significant and unavoidable impacts would occur. If determined to not be feasible, one roadway segment may not be mitigated in Phase 1 and 5 roadway segments may not be mitigated in Phase 2.** As such, project approval will require adoption of a Statement of Overriding Consideration (SOC).

The secondary environmental impacts of ~~all Existing Plus Project~~, Phase 1 and Phase 2 mitigation measures are addressed, as applicable, in the respective portions of Sections 5.7, 5.9 and 7.4 of this report under the headings *Impacts of Off-site Traffic Mitigation (Sections 5.7 and 7.4)*, and *Proposed Off-site Traffic Mitigation Impact Areas – SDP (Section 5.9)*. It should also be noted that under the Existing Plus Project scenario, all impacts would occur on opening day, and the timing of associated mitigation would be required to coincide with the impacts to the extent feasible. Accordingly, a number of these impacts would remain significant and unavoidable, based on the fact that fully implementing all of the Existing Plus Project mitigation measures by opening day is not feasible due to economic, legal and/or social/other considerations.

#### *Phase 1*

The owner/permittee shall be fully responsible for all feasible mitigation measures identified for the Phase 1 Plus Proposed Project conditions prior to issuance of first building permits for Phase 1, unless conditioned otherwise in the Planned Development Permit to address potential timing issues related to right-of-way acquisitions and securing agency permits. Refer to the MMRP in Section 15.0 for detail regarding when the improvements would be provided.



Intersections. The following mitigation measures are required to restore LOS D- and offset Phase 1 significant direct impacts to intersections:

**Tra-1** Britannia Boulevard/Otay Mesa Road: Construct an additional northbound right-turn lane. It is unlikely that this improvement will be completed prior to occupancy of Phase 1 due to timing issues associated with acquisition of right-of-way.

**Tra-2** La Media Road/Airway Road: Signalize the intersection.

Roadway Segments. The owner/permittee shall perform the following mitigation measures to fully mitigate the project's Phase 1 significant direct impacts to roadway segments to below a level of significance.

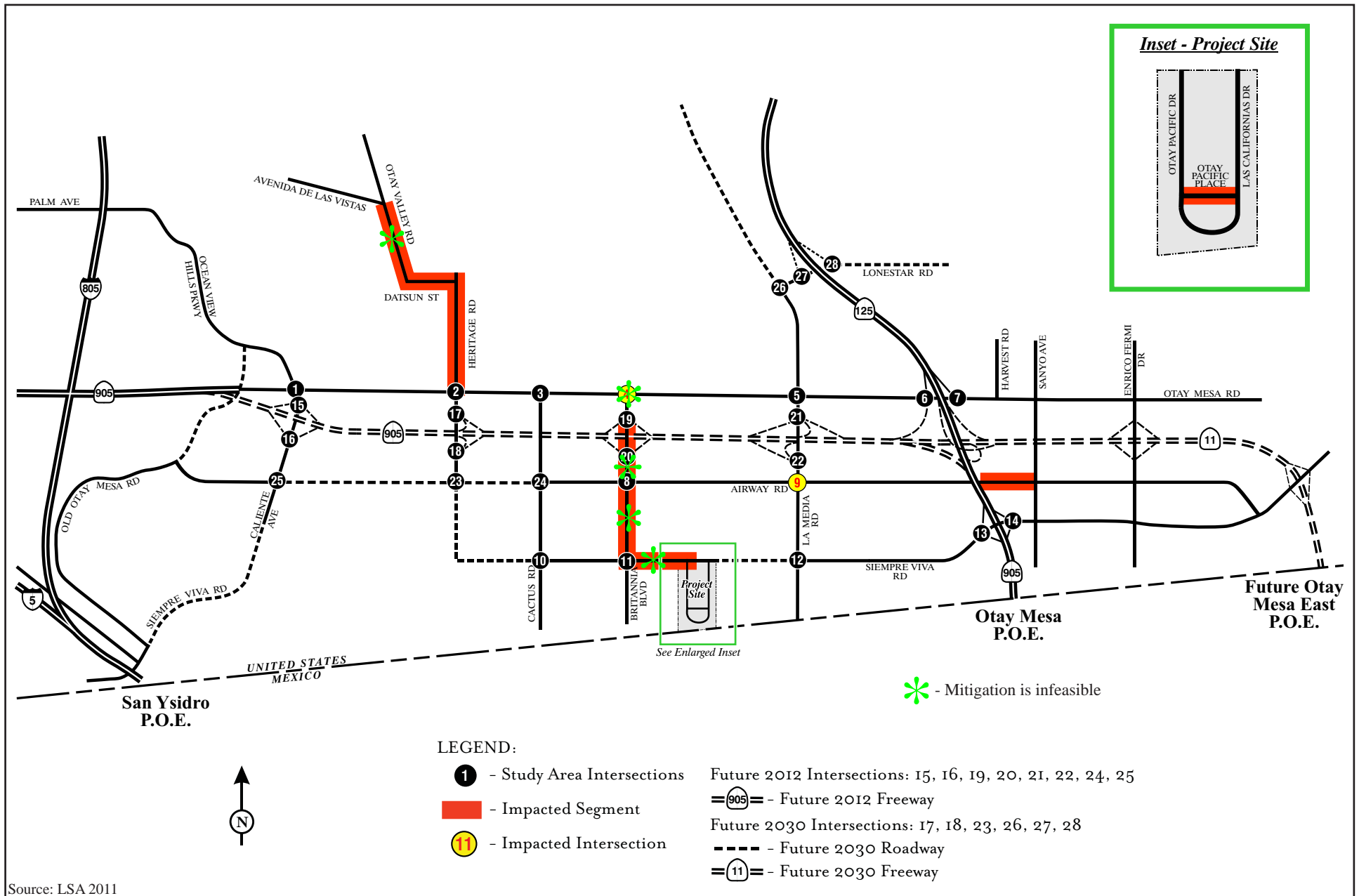
**Tra-3** Siempre Viva Road between Otay Pacific Drive and Britannia Boulevard: Widen the roadway to an interim four-lane major with raised median west of Otay Pacific Drive to the western project boundary. Restripe the roadway and construct an interim asphalt median to provide a four lane major from the western project boundary to Britannia Boulevard. This will require widening on the north side of Siempre Viva Road from Otay Pacific Drive westerly to provide for an interim four-lane major. To the extent feasible, these improvements will be completed prior to occupancy of Phase 1; timing issues associated with the requirement to obtain biological permits in advance of construction may delay the construction schedule.

**Tra-4** Airway Road between Paseo de las Americas and SR-905: Restripe the 52-foot wide two-lane collector commercial-industrial fronting (capacity 8,000 ADT) to a two-lane collector arterial with center two-way left turn lane (capacity 15,000 ADT).

**Tra-5** Britannia Boulevard between SR-905 and Airway Road: Widen by one lane on the eastern side and re-stripe the southbound approach to create a six-lane major arterial. . To the extent feasible, these improvements will be completed prior to occupancy of Phase 1; timing issues associated with acquisition of right-of-way may delay the construction schedule.

**Tra-6** Britannia Boulevard between Airway Road and Siempre Viva Road: Widen on both sides to a six-lane major arterial. This improvement is consistent with the proposed Community Plan Amendment. To the extent feasible this improvement will be completed prior to occupancy of Phase 1; timing issues associated with acquisition of right-of-way may delay the construction schedule.

**Tra-7** Otay Pacific Place between Otay Pacific Drive and Las Californias Drive: Widen the southern side to provide a four-lane collector arterial. This requires reclassification of this roadway to a four-lane collector arterial, which is part of the proposed Community Plan Amendment.

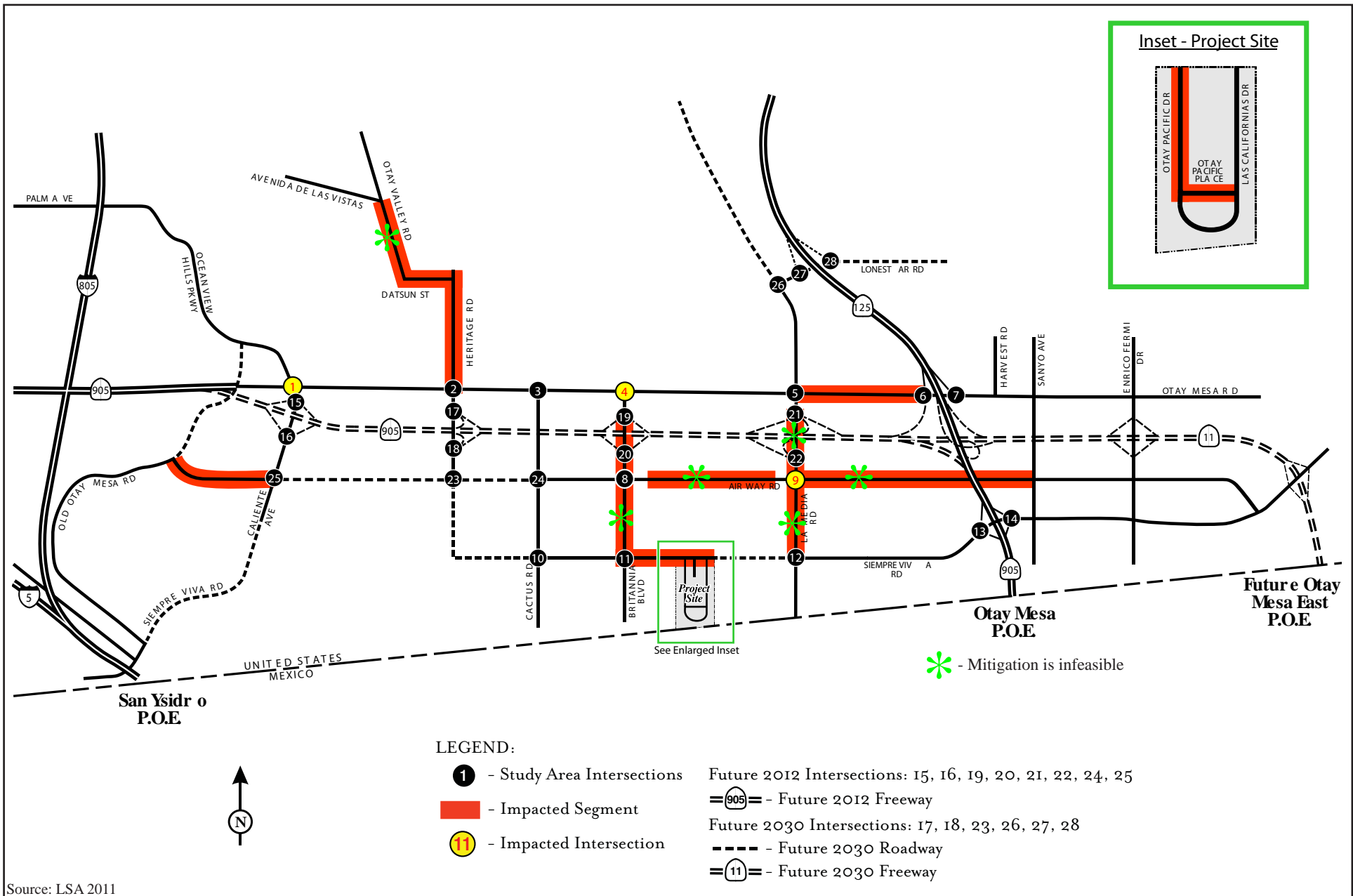


## Phase 1 Impact Locations

OTAY-TIJUANA CROSS BORDER FACILITY DEVELOPMENT PROJECT

Figure 5.2-10





## Phase 2 Impact Locations

OTAY-TIJUANA CROSS BORDER FACILITY DEVELOPMENT PROJECT

Figure 5.2-11



The following mitigation measure partially mitigates the project's significant Phase 1 direct impact.

**Tra-8** Heritage Road-Otay Valley Road between Avenida de las Vistas and Otay Mesa Road: From Otay Mesa Road to immediately north of Datsun Street, widen to a two-lane collector with a center two-way left turn lane (capacity 15,000 ADT). To the extent feasible, this portion of the improvement will be completed prior to occupancy of Phase 1; timing issues associated with acquisition of right-of-way may delay the construction. Widening just north of Datsun Street to Avenida de las Vistas would require extensive grading and improvements due to the existing topography and if determined to not be feasible would not be implemented.

#### *Phase 2*

The owner/permittee shall be fully responsible for all mitigation measures under the Phase 2 Plus Proposed Project conditions prior to issuance of any building permits beyond Phase 1.

Intersections. The owner/permittee shall perform the following mitigation measures to mitigate the project's Phase 2 significant direct impacts to intersections to below a level of significance.

**Tra-9** Caliente Avenue/Otay Mesa Road: Construct an additional northbound right-turn lane.

**Tra-10** Britannia Boulevard/Otay Mesa Road: Construct an additional northbound right-turn lane. This is the same mitigation measure as Tra-1 identified for Phase 1.

**Tra-11** La Media Road/Airway Road: Signalize the intersection. This is the same mitigation measure as Tra-2 identified in Phase 1.

Roadway Segments. The owner/permittee shall perform the following mitigation measures to reduce the project's Phase 2 significant direct traffic impacts to below a level of significance, except measures Tra-14, Tra-15, Tra-18, and Tra-19 would not be implemented if determined to be infeasible. Measures Tra-23 and Tra-24 would partially mitigate project impacts:

**Tra-12** Siempre Viva Road between Britannia Boulevard and Las Californias Drive: Widen the roadway to an interim four-lane major with raised center median west of Otay Pacific Drive to the western project boundary. Restripe and construct an interim asphalt median to provide a four lane major arterial from the western project boundary to Britannia Boulevard. Widen and restripe the roadway between Las Californias Drive and Otay Pacific Place from a two-lane collector to a four-lane collector with no two-way left turn lane (capacity 15,000 ADT). A portion of this improvement is the same mitigation measure as Tra-3 identified in Phase 1.

**Tra-13** Airway Road between Paseo de las Americas and SR-905: Restripe the 52-foot wide two-lane collector commercial-industrial fronting (capacity 8,000 ADT) to a two-lane collector arterial with center two-way left turn lane (capacity 15,000 ADT). This is the same mitigation measure as Tra-4 identified in Phase 1.

collector arterial with center two-way left turn lane (capacity 15,000 ADT). This is the same mitigation measure as Tra-4 identified in Phase 1.

- Tra-14** Airway Road between SR-905 and La Media Road: Widen the two-lane collector no fronting property (capacity 10,000 ADT) to a two-lane collector arterial with center two-way left-turn lane (capacity 15,000 ADT), to the extent feasible. This improvement would trigger the need for extensive drainage improvements and cause secondary environmental impacts near La Media Road.
- Tra-15** Airway Road between La Media Road and Britannia Boulevard: Widen the two-lane collector no fronting property (capacity 10,000 ADT) to a two-lane collector arterial with center two-way left turn lane (capacity 15,000 ADT), to the extent feasible. This improvement would trigger the need for extensive drainage improvements and cause secondary environmental impacts near La Media Road.
- Tra-16** Airway Road between Caliente Avenue and Old Otay Mesa Road: Widen to a four-lane collector arterial (capacity 30,000 ADT).
- Tra-17** Otay Mesa Road between SR-125 southbound ramp and La Media Road: Widen the existing five-lane major on its southern side to provide a six-lane major arterial (capacity 50,000 ADT). This improvement is consistent with the road reclassification proposed for the segment of Otay Mesa Road between Piper Ranch Road and SR-125 as part of the Community Plan Amendment.
- Tra-18** La Media Road between SR-905 and Airway Road: Widen on the eastern side and install a raised center median to provide a four-lane major arterial (capacity 40,000 ADT), to the extent feasible. This improvement would trigger the need for extensive drainage improvements and secondary environmental mitigations.
- Tra-19** La Media Road between Airway Road and Siempre Viva Road: Widen the two-lane collector no fronting property (capacity 10,000 ADT) to a two-lane collector arterial with center two-way left-turn lane (capacity 15,000 ADT), to the extent feasible. This improvement would trigger the need for extensive drainage improvements and secondary environmental mitigations.
- Tra-20** Britannia Boulevard between SR-905 and Airway Road: Reclassify this segment of the roadway as a six-lane primary arterial. This reclassification is part of the proposed Community Plan Amendment.
- Tra-21** Otay Pacific Drive between Siempre Viva Road and Otay Pacific Place: Widen the western side of the roadway and construct a raised center median to provide a four-lane major arterial. This requires reclassification of this road to a four-lane major arterial, which is part of the proposed Community Plan Amendment.

**Tra-22** Otay Pacific Place between Otay Pacific Drive and Las Californias Drive: Widen the southern side of the roadway to provide a four-lane collector arterial. This is the same mitigation measure as Tra-7 identified in Phase 1.

The following mitigation measures would partially mitigate the project's direct impacts to road segments during Phase 2.

**Tra-23** Britannia Boulevard between Airway Road and Siempre Viva Road: Widen the roadway on both sides to create a six-lane major arterial. This requires reclassification of this roadway to a six-lane major arterial, which is part of the proposed Community Plan Amendment.

**Tra-24** Heritage Road-Otay Valley Road between Avenida de las Vistas and Otay Mesa Road: From Otay Mesa Road to immediately north of Datsun Street, widen to a two-lane collector with a center two-way left-turn lane (capacity 15,000 ADT). To the extent feasible, widening Otay Valley Road between Avenida de las Vistas and just north of Datsun Street would require extensive grading and improvements due to the existing topography and if determined to not be feasible would not be implemented. This is the same mitigation measure as Tra-8 identified in Phase 1.

### Cumulative Impacts

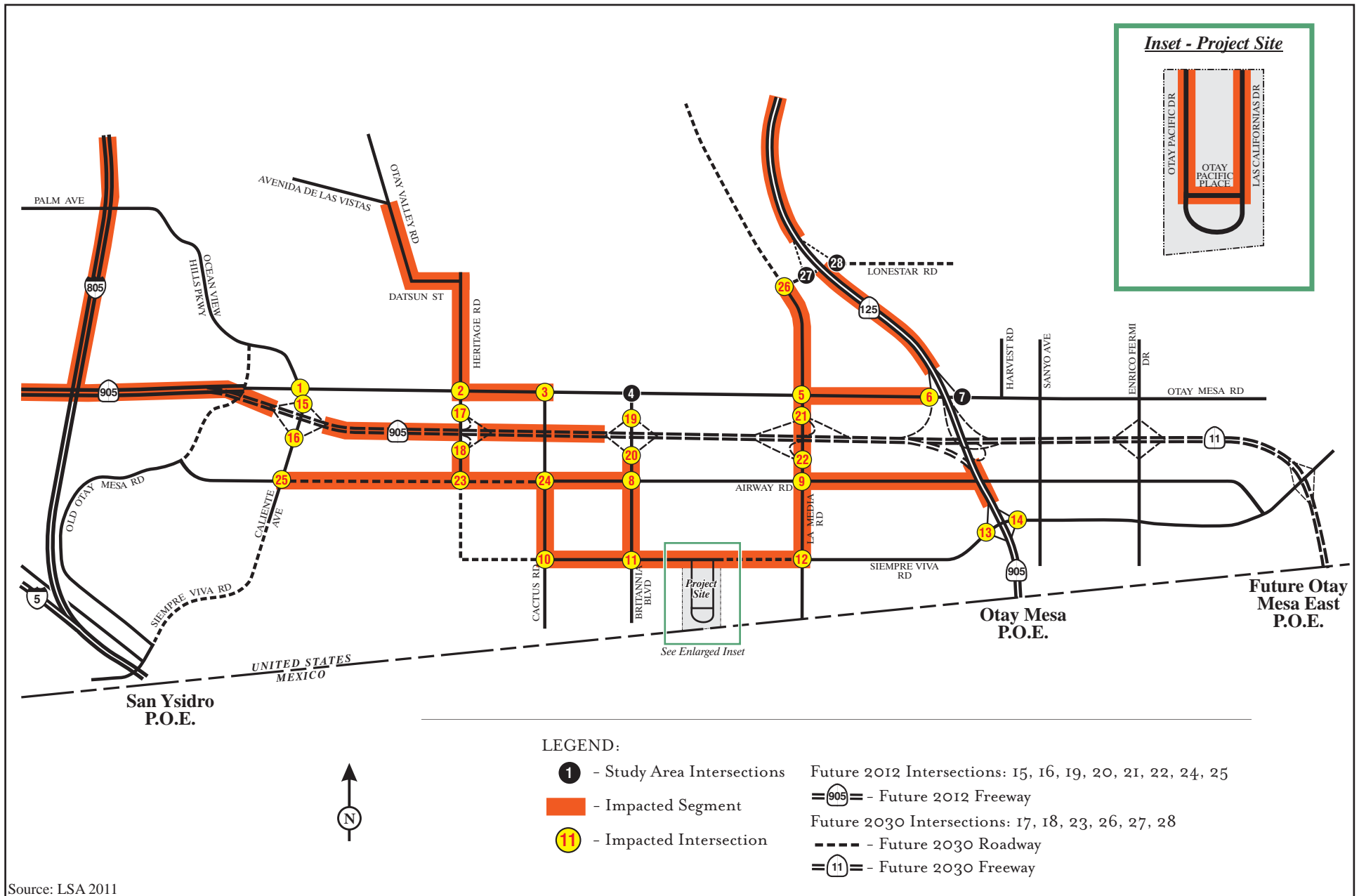
#### *Buildout*

Fair share contributions towards the following intersection, roadway segment, freeway, and freeway ramp meter improvements would ~~mitigate~~ reduce the project's contribution to cumulative impacts to the community road network, assuming buildout of the Adopted Community Plan, to below a level of significance. Refer to Figure 5.2-12, *Buildout Impact Locations*, for an illustration of the locations where significant cumulative impacts would occur. Required mitigation for all deficient intersections, roadway segments, freeway segments and freeway ramps during the Buildout With Adopted Community Plan condition are provided below. **If it is determined that required improvements identified in these mitigation measures are not feasible, as defined in Section 15364 of the State CEQA Guidelines, significant and unavoidable impacts would occur.** It determined to not be feasible, a total of 24 intersections, 17 roadway segments, 10 freeway segments, and 6 freeway ramp meters would not be mitigated under the Buildout scenario. With regard to Mitigation Measures Tra-25 – Tra-48, Tra-51-53, 55, 60-65, 70-72, 78-85, in lieu of payment of the project's full fair share payments, the applicant shall pay a reduced fair share payment in the form of the Facilities Benefit Assessment (FBA) or other applicable development impact fees in effect at the time the applicable building permits are issued.

Intersections. The following mitigation measures shall be implemented by the owner/permittee to reduce the project's contribution to cumulatively significant impacts at intersections under Buildout conditions to ~~below a level of significance~~ the extent feasible. Fair share contributions noted below are contained in Table AZ of the Traffic Impact Study (Appendix J):



- Tra-25** Caliente Avenue/Otay Mesa Road: The project's contribution to this cumulative significant impact can be mitigated by widening on the western side to provide a dedicated second southbound through lane. The owner/permittee shall contribute its fair-share of 1.65 percent of the cost of this improvement, to the extent feasible.
- Tra-26** Heritage Road/Otay Mesa Road: The project's contribution to this cumulative significant impact can be mitigated by widening on the northeastern corner to provide a second westbound right-turn lane. The owner/permittee shall contribute its fair-share of 5.58 percent of the cost of this improvement, to the extent feasible.
- Tra-27** Cactus Road/Otay Mesa Road: The project's contribution to this cumulative significant impact can be mitigated by the construction of a second westbound left-turn lane. The owner/permittee shall contribute its fair-share of 3.82 percent of the cost of this improvement, to the extent feasible.
- Tra-28** La Media Road/Otay Mesa Road: The project's contribution to this cumulative significant impact can be mitigated by the widening on the northeastern corner to provide a second southbound right-turn lane and a second westbound right-turn lane. The owner/permittee shall contribute its fair-share of 6.93 percent of the cost of this improvement, to the extent feasible.
- Tra-29** SR-125 southbound ramps/Otay Mesa Road: The project's contribution to this cumulative significant impact can be mitigated by widening to provide a second southbound left turn lane on the southbound ramp. The owner/permittee shall contribute its fair-share of 17.35 percent of the cost of this improvement, to the extent feasible.
- Tra-30** Britannia Boulevard/Airway Road: The project's contribution to this cumulative significant impact can be mitigated by widening to provide a second northbound right-turn lane, a second southbound right-turn lane, a second eastbound right-turn lane, and a second westbound right-turn lane. The owner/permittee shall contribute its fair-share of 9.33 percent of the cost of this improvement, to the extent feasible.
- Tra-31** La Media Road/Airway Road: The project's contribution to this cumulative significant impact can be mitigated by widening to provide a third northbound through lane and a third southbound through lane. The owner/permittee shall contribute its fair-share of 5.94 percent of the cost of this improvement, to the extent feasible.
- Tra-32** Cactus Road/Siempre Viva Road: The project's contribution to this cumulative significant impact can be mitigated by widening to provide a second northbound left-turn lane, a dedicated northbound right-turn lane, a second southbound through lane and conversion of a shared northbound through/right-turn lane into a second northbound through lane. The owner/permittee shall contribute its fair-share of 7.68 percent of the cost of this improvement, to the extent feasible.
- Tra-33** Britannia Boulevard/Siempre Viva Road: The project's contribution to this cumulative significant impact can be mitigated by widening to provide third northbound through



## Buildout Impact Locations

OTAY-TIJUANA CROSS BORDER FACILITY DEVELOPMENT PROJECT

Figure 5.2-12



lane, a second northbound right-turn lane, a third southbound through lane, a second eastbound right-turn lane, and a second westbound right-turn lane. The owner/permittee shall contribute its fair-share of 16.85 percent of the cost of this improvement, to the extent feasible.

- Tra-34** La Media Road/Siempre Viva Road: The project's contribution to this cumulative significant impact can be mitigated by widening to provide second southbound right-turn lane and a second westbound right-turn lane. The owner/permittee shall contribute its fair-share of 12.22 percent of the cost of this improvement, to the extent feasible.
- Tra-35** SR-905 southbound ramps/Siempre Viva Road: The project's contribution to this cumulative significant impact can be mitigated by widening to provide a second southbound right-turn lane, a third eastbound through lane, and conversion of a shared eastbound through/right turn-lane into a dedicated eastbound right-turn lane. The owner/permittee shall contribute its fair-share of 3.43 percent of the cost of this improvement, to the extent feasible.
- Tra-36** SR-905 northbound ramps/Siempre Viva Road: The project's contribution to this cumulative significant impact can be mitigated by widening to provide a second northbound left-turn lane. The owner/permittee shall contribute its fair-share of 1.68 percent of the cost of this improvement, to the extent feasible.
- Tra-37** Caliente Avenue/SR-905 westbound ramps: The project's contribution to this cumulative significant impact can be mitigated by widening to provide second northbound left-turn lane. The owner/permittee shall contribute its fair-share of 3.15 percent of the cost of this improvement, to the extent feasible.
- Tra-38** Caliente Avenue/SR-905 eastbound ramps: The project's contribution to this cumulative significant impact can be mitigated by widening to provide a dedicated eastbound right-turn lane. The owner/permittee shall contribute its fair-share of 4.48 percent of the cost of this improvement, to the extent feasible.
- Tra-39** Heritage Road/SR-905 westbound ramps: The project's contribution to this cumulative significant impact can be mitigated by widening to provide a dedicated northbound right-turn lane. The owner/permittee shall contribute its fair-share of 5.53 percent of the cost of this improvement, to the extent feasible.
- Tra-40** Heritage Road/SR-905 eastbound ramps: The project's contribution to this cumulative significant impact can be mitigated by widening to provide third northbound through lane and conversion of a shared northbound through/right-turn lane into a dedicated northbound right-turn lane. The owner/permittee shall contribute its fair-share of 6.65 percent of the cost of this improvement, to the extent feasible.
- Tra-41** Britannia Boulevard/SR-905 westbound ramps: The project's contribution to this cumulative significant impact can be mitigated by the conversion of a shared southbound through/right-turn lane into a second southbound through lane and

widening to provide a dedicated westbound left-turn lane. The owner/permittee shall contribute its fair-share of 9.99 percent of the cost of this improvement, to the extent feasible.

- Tra-42** Britannia Boulevard/SR-905 eastbound ramps: The project's contribution to this cumulative significant impact can be mitigated by widening to provide a northbound right-turn lane, a dedicated eastbound left-turn lane, and the conversion of a shared eastbound through/left-turn lane into a shared eastbound through/right turn lane. The owner/permittee shall contribute its fair-share of 11.98 percent of the cost of this improvement, to the extent feasible.
- Tra-43** La Media Road/SR-905 westbound ramps: The project's contribution to this cumulative significant impact can be mitigated by widening to provide third northbound through lane. The owner/permittee shall contribute its fair-share of 5.44 percent of the cost of this improvement, to the extent feasible.
- Tra-44** La Media Road/SR-905 eastbound ramps: The project's contribution to this cumulative significant impact can be mitigated by widening to provide third southbound through lane. The owner/permittee shall contribute its fair-share of 5.40 percent of the cost of this improvement, to the extent feasible.
- Tra-45** Heritage Road/Airway Road: The project's contribution to this cumulative significant impact can be mitigated by widening to provide a second northbound left-turn lane, a second northbound through lane, a third southbound through lane and conversion of shared northbound through/right-turn lane into a dedicated northbound right-turn lane. The owner/permittee shall contribute its fair-share of 5.77 percent of the cost of this improvement, to the extent feasible.
- Tra-46** Cactus Road/Airway Road: The project's contribution to this cumulative significant impact can be mitigated by widening to provide a second northbound left-turn lane, a second northbound through lane, a second southbound through lane, conversion of shared northbound through/right-turn lane into a dedicated northbound right-turn lane, and conversion of shared southbound through/right-turn lane to a dedicated southbound right-turn lane. The owner/permittee shall contribute its fair-share of 7.93 percent of the cost of this improvement, to the extent feasible.
- Tra-47** Caliente Avenue/Airway Road: The project's contribution to this cumulative significant impact can be mitigated by widening to provide third southbound through lane. The owner/permittee shall contribute its fair-share of 2.92 percent of the cost of this improvement, to the extent feasible.
- Tra-48** La Media Road/Lone Star Road: The project's contribution to this cumulative significant impact can be mitigated by widening to provide a second westbound right-turn lane. The owner/permittee shall contribute its fair-share of 2.85 percent of the cost of this improvement, to the extent feasible.

Roadway Segments. The owner/permittee shall perform the following mitigation measures to fully mitigate the project's contribution to cumulatively significant impacts to roadway segments to ~~below a level of significance~~ the extent feasible. Fair share contributions noted below are contained in Table BA of the Traffic Impact Study (Appendix J):

- Tra-49** Siempre Viva Road between La Media Road and the project site: The widening and reclassification of this segment to an eight-lane primary would mitigate the project's contribution to this cumulatively significant traffic impact to below a level of significance. The owner/permittee shall contribute its fair-share of 28.45 percent of the cost of this improvement, to the extent feasible.
- Tra-50** Siempre Viva Road between Britannia Boulevard and Cactus Road: The widening and reclassification of this segment to an eight-lane primary would mitigate the project's contribution to this cumulatively significant impact. The owner/permittee shall contribute its fair-share of 20.34 percent of the cost of this improvement, to the extent feasible.
- Tra-51** Airway Road between SR-905 and La Media Road: The widening and reclassification of this segment to a six-lane major would mitigate the project's contribution to this cumulatively significant impact. The owner/permittee shall contribute its fair-share of 1.10 percent of the cost of this improvement, to the extent feasible.
- Tra-52** Airway Road between Britannia Boulevard and Cactus Road: The widening and reclassification of this segment to a six-lane primary would mitigate the project's contribution to this cumulatively significant impact. The owner/permittee shall contribute its fair-share of 1.90 percent of the cost of this improvement, to the extent feasible.
- Tra-53** Airway Road between Cactus Road and Heritage Road: The widening and reclassification of this segment to a six-lane primary would mitigate the project's contribution to this cumulatively significant impact. The owner/permittee shall contribute its fair-share of 23.00 percent of the cost of this improvement, to the extent feasible.
- Tra-54** Airway Road between Heritage Road and Caliente Avenue: The widening and reclassification of this segment to an eight-lane primary would mitigate the project's contribution to this cumulatively significant impact. The owner/permittee shall contribute its fair-share of 9.60 percent of the cost of this improvement, to the extent feasible.
- Tra-55** Otay Mesa Road between SR-125 southbound ramp and La Media Road: Reclassify the six-lane major to a six-lane primary arterial. The owner/permittee shall contribute its fair-share of 33.83 percent of the cost of this improvement, to the extent feasible.
- Tra-56** Otay Mesa Road between Cactus Road and Heritage Road: The widening and reclassification of this segment to an eight-lane primary would mitigate the project's contribution to this cumulatively significant impact. The owner/permittee shall

contribute its fair-share of 12.19 percent of the cost of this improvement, to the extent feasible.

- Tra-57** La Media Road between Lone Star Road and Otay Mesa Road: The widening and reclassification of this segment to an eight-lane primary would mitigate the project's contribution to this cumulatively significant impact. The owner/permittee shall contribute its fair-share of 9.03 percent of the cost of this improvement, to the extent feasible.
- Tra-58** La Media Road between Otay Mesa Road and SR-905: The widening and reclassification of this segment to an eight-lane primary would mitigate the project's contribution to this cumulatively significant impact. The owner/permittee shall contribute its fair-share of 20.36 percent of the cost of this improvement, to the extent feasible.
- Tra-59** La Media Road between SR-905 and Airway Road: The widening and reclassification of this segment to an eight-lane primary would mitigate the project's contribution to this cumulatively significant impact. The owner/permittee shall contribute its fair-share of 13.30 percent of the cost of this improvement, to the extent feasible.
- Tra-60** La Media Road between Airway Road and Siempre Viva Road: The widening and reclassification of this segment to a six-lane major would mitigate the project's contribution to this cumulatively significant impact. The owner/permittee shall contribute its fair-share of 29.86 percent of the cost of this improvement, to the extent feasible.
- Tra-61** Britannia Boulevard between SR-905 and Airway Road: The widening and reclassification of this segment from a six-lane major arterial to an eight-lane primary would mitigate the project's contribution to this cumulatively significant impact. The owner/permittee shall contribute its fair-share of 27.58 percent of the cost of this improvement, to the extent feasible.
- Tra-62** Britannia Boulevard between Airway Road and Siempre Viva Road: The reclassification of this segment from a six-lane major arterial to a six-lane primary arterial would mitigate the project's contribution to this cumulatively significant impact. The owner/permittee shall contribute its fair-share of 37.44 percent of the cost of this improvement, to the extent feasible.
- Tra-63** Cactus Road between Airway Road and Siempre Viva Road: The widening, installation of a raised center median, and reclassification of a four-lane collector to a four-lane major would mitigate the project's contribution to this cumulatively significant impact. The owner/permittee shall contribute its fair-share of 37.15 percent of the cost of this improvement, to the extent feasible.
- Tra-64** Heritage Road-Otay Valley Road between Avenida de las Vistas and Otay Mesa Road: The widening and reclassification of this segment from a six-lane major arterial to a

six-lane primary arterial would mitigate the project's contribution to this cumulatively significant impact. Widening of this segment to a six-lane major would partially mitigate the project's contribution to this cumulatively significant impact. The owner/permittee shall contribute its fair-share of 9.03 percent of the cost of this improvement, to the extent feasible.

**Tra-65** Heritage Road between SR-905 and Airway Road: The widening and reclassification of this segment to a six-lane primary arterial would mitigate the project's contribution to this cumulatively significant impact. Widening of this segment to a six-lane major arterial would partially mitigate the project's cumulative significant impacts. The owner/permittee shall contribute its fair-share of 10.62 percent of the cost of this improvement, to the extent feasible.

**Tra-66** Otay Pacific Drive between Siempre Viva Road and Otay Pacific Place: Widen the roadway from a two-lane collector and construct a raised center median to provide a four-lane major arterial. This requires reclassification of this roadway to a four-lane major arterial, which is part of the proposed Community Plan Amendment. This is the same mitigation measure as Tra-21 identified in Phase 2.

**Tra-67** Las Californias Drive between Siempre Viva Road and Otay Pacific Place: Restripe the roadway to a two-lane collector with center two-way left-turn lane (15,000 ADT capacity) arterial. This requires reclassification of this roadway to a two-lane collector with a two-way left-turn lane, which is part of the proposed Community Plan Amendment. The owner/permittee is responsible for the full cost of this improvement.

**Tra-68** Otay Pacific Place between Otay Pacific Drive and Las Californias Drive: Widen the roadway from a two-lane collector to a four-lane collector arterial. This requires reclassification of this roadway to a four-lane collector arterial, which is part of the proposed Community Plan Amendment. This is the same mitigation measure as Tra-7 identified in Phase 1 and Tra-22 identified in Phase 2.

The following mitigation measure would partially mitigate the project's contribution to cumulative impacts to roadway segments during project Buildout:

**Tra-69** Siempre Viva Road between the project site and Britannia Boulevard: The widening and reclassification of this segment to an eight-lane primary would partially mitigate the project's contribution to this cumulatively significant impact. The owner/permittee shall contribute its fair-share of 37.96 percent of the cost of this improvement, to the extent feasible.

Freeway Segments. Under the Buildout Adopted Community Plan conditions, the following freeway improvements are required to reduce the project's contribution to cumulative significant impacts to ~~below a level of significance~~ the extent feasible. Fair share contributions noted below are contained in Table BB of the Traffic Impact Study (Appendix J):



- Tra-70** I-805 between Palomar Street and Main Street: I-805 is identified for managed lanes in the April 2011 Draft RTP 2050. Addition of one managed lane in each direction would mitigate the project's contribution to this cumulatively significant impact. The owner/permittee shall contribute its fair-share of 10.22 percent of the cost of this improvement, to the extent feasible.
- Tra-71** I-805 between Main Street and Palm Avenue: Addition of one managed lane in each direction would mitigate the project's contribution to this cumulatively significant impact. The owner/permittee shall contribute its fair-share of 10.47 percent of the cost of this improvement, to the extent feasible.
- Tra-72** I-805 between Palm Avenue and SR-905: Addition of one managed lane in each direction would mitigate the project's contribution to this cumulatively significant impact. The owner/permittee shall contribute its fair-share of 35.45 percent of the cost of this improvement, to the extent feasible.
- Tra-73** SR-905 between I-805 and Picador Boulevard: Addition of one HOV lane in each direction would mitigate the project's contribution to this cumulatively significant impact. The owner/permittee shall contribute its fair-share of 17.69 percent of the cost of this improvement, to the extent feasible.
- Tra-74** SR-905 between Picador Boulevard and Beyer Boulevard: Addition of one HOV lane in each direction would mitigate the project's contribution to this cumulatively significant impact. The owner/permittee shall contribute its fair-share of 10.18 percent of the cost of this improvement, to the extent feasible.
- Tra-75** SR-905 between Britannia Boulevard and Heritage Road: Addition of one HOV lane in each direction would mitigate the project's contribution to this cumulatively significant impact. The owner/permittee shall contribute its fair-share of 6.80 percent of the cost of this improvement, to the extent feasible.
- Tra-76** SR-905 between Heritage Road and Caliente Avenue: Addition of one HOV lane in each direction would mitigate the project's contribution to this cumulatively significant impact. The owner/permittee shall contribute its fair-share of 7.31 percent of the cost of this improvement, to the extent feasible.
- Tra-77** SR-905 between Caliente Avenue and I-805: Addition of one HOV lane in each direction would mitigate the project's contribution to this cumulatively significant impact. The owner/permittee shall contribute its fair-share of 11.98 percent of the cost of this improvement, to the extent feasible.
- Tra-78** SR-125 between Otay Mesa Road and Lone Star Road: Addition of one lane in each direction would mitigate the project's contribution to this cumulatively significant impact. The owner/permittee shall contribute its fair-share of 3.79 percent of the cost of this improvement, to the extent feasible.

**Tra-79** SR-125 between SR-905 and Siempre Viva Road: Addition of one lane in each direction would mitigate the project's contribution to this cumulatively significant impact. The owner/permittee shall contribute its fair-share of 3.16 percent of the cost of this improvement, to the extent feasible.

Freeway Ramp Meters. Under the Buildout Adopted Community Plan conditions, the following ramp meter improvements are required to partially mitigate the project's contribution to cumulative significant impacts. Fair share contributions noted below are contained in Table BC of the Traffic Impact Study (Appendix J):

**Tra-80** SR-125 northbound ramp at Otay Mesa Road: The construction of an additional lane on the on-ramp would partially mitigate the project's contribution to this cumulatively impacts and provide additional storage area to facilitate the flow of through traffic. The owner/permittee shall contribute its fair-share of 11.45 percent of the cost of this improvement, to the extent feasible.

**Tra-81** SR-905 southbound ramps at Siempre Viva Road: The construction of an additional lane on the on-ramp would partially mitigate the project's contribution to this cumulatively impacts and provide additional storage area to facilitate the flow of through traffic. The owner/permittee shall contribute its fair-share of 2.83 percent of the cost of this improvement, to the extent feasible.

**Tra-82** SR-905 northbound ramps at Siempre Viva Road: The construction of an additional lane on the on-ramp would partially mitigate the project's contribution to this cumulatively impacts and provide additional storage area to facilitate the flow of through traffic. The owner/permittee shall contribute its fair-share of 4.58 percent of the cost of this improvement, to the extent feasible.

**Tra-83** SR-905 westbound ramps at Caliente Avenue: The construction of an additional lane on the on-ramp would partially mitigate the project's contribution to this cumulatively impact and provide additional storage area to facilitate the flow of through traffic. The owner/permittee shall contribute its fair-share of 6.25 percent of the cost of this improvement, to the extent feasible.

**Tra-84** SR-905 westbound ramps at Heritage Road: The construction of an additional lane on the on-ramp would partially mitigate the project's contribution to this cumulatively impact and provide additional storage area to facilitate the flow of through traffic. The owner/permittee shall contribute its fair-share of 7.99 percent of the cost of this improvement, to the extent feasible.

**Tra-85** SR-905 westbound ramps at Britannia Boulevard: The construction of an additional lane on the on-ramp would partially mitigate the project's contribution to this cumulatively impact and provide additional storage area to facilitate the flow of through traffic. The owner/permittee shall contribute its fair-share of 19.87 percent of the cost of this improvement, to the extent feasible.

The following mitigation measure shall be implemented by the project as each lot of the project builds out.

**Tra-86** For each development proposed within the project, the project applicant(s) shall submit to the City a Tracking Table that provides a summary of total ADT generated, AM peak hour in, AM peak hour out, PM peak hour in, and PM peak hour out to allow for a flexible development program while ensuring that the total ADT and peak hour thresholds for the project are not exceeded. Should the buildout of the project result in an excess of any of the above trip thresholds, an amendment to this permit, or further traffic analysis demonstrating that no new significant traffic impacts would result, shall be completed by the project applicant(s). As development proceeds on each lot, the owner/permittee shall submit to the City a table that provides a summary of total ADT generated, AM peak hour trips generated in, AM peak hour trips generated out, PM peak hour trips generated in, and PM peak hour trips generated out to allow for a flexible development program while ensuring that the total ADT and peak hour allocation remains intact for each lot.

### Existing Plus Project Impacts

The following improvements shall be required, in addition to those required for Phases 1 and 2, to mitigate all roadway network locations where project traffic would result in significant impacts under the Existing Plus Project scenario and reduce those impacts to below a level of significance to the extent feasible. The owner/permittee shall be fully responsible for all mitigation measures identified for the Existing Plus Project conditions. It should also be noted that under the Existing Plus Project scenario, all impacts would occur on opening day, and the timing of associated mitigation would be required to coincide with the impacts to the extent feasible. Accordingly, a number of these impacts would remain significant and unavoidable, based on the fact that fully implementing all of the Existing Plus Project mitigation measures by opening day may not be feasible. If it is determined that required improvements identified in these mitigation measures are not feasible, as defined in Section 15364 of the State CEQA Guidelines, significant and unavoidable impacts would occur. If determined to not be feasible, a total of 3 intersections, 11 roadway segments and 2 freeway segments may not be mitigated under this scenario.

The secondary environmental impacts of the Existing Plus Project mitigation measures are addressed, as applicable, in the respective portions of Sections 5.7, 5.9, and 7.4 of this report under the heading *Impacts of Off-site Traffic Mitigation*.

Intersections. The owner/permittee shall perform the following mitigation measures to reduce Existing Plus Project impacts to intersections to below a level of significance to the extent feasible:

**Tra-87** Britannia Boulevard/Otay Mesa Road: To the extent feasible, construct a second eastbound (to northbound) right-turn lane. This is the same mitigation measure as Tra-1 identified for Phase 1, and Tra-10 identified for Phase 2.

- Tra-88** Britannia Boulevard/Airway Road: To the extent feasible, construct a designated southbound through lane.
- Tra-89** Britannia Boulevard/Siempre Viva Road: To the extent feasible, construct a second westbound right-turn lane, install a westbound right-turn overlap, and lengthen the dual southbound left-turn lanes by a minimum of 100 feet. A portion of this improvement is the same as mitigation measure Tra-33.
- Roadway Segments. The owner/permittee shall perform the following mitigation measures to reduce Existing Plus Project impacts to roadway segments to ~~below a level of significance~~the extent feasible:
- Tra-90** Siempre Viva Road between ~~Las Californias~~Otay Pacific Drive and Britannia Boulevard: From Otay Pacific Drive to Britannia Boulevard, to the extent feasible, widen the segment and construct a raised median as necessary to ~~a~~ provide a six-lane primary arterial. ~~From Las Californias Drive to Otay Pacific Drive, to the extent feasible, widen and restripe the roadway as a four lane collector with no center two way left turn lane (capacity 15,000 ADT). A portion of this mitigation measure is the same as mitigation measure Tra-12.~~
- Tra-91** Siempre Viva Road between Otay Pacific Drive and Las Californias Drive: To the extent feasible, widen from a 2-lane collector (8,000 vehicle capacity) to a 4-lane collector without a center lane (15,000 vehicle capacity). A portion of this mitigation measure is the same as mitigation measure Tra-12.
- Tra-92** Airway Road between La Media Road and Britannia Boulevard: To the extent feasible, widen the two-lane collector (capacity 10,000 ADT) to a two-lane collector arterial with a center two-way left turn lane (capacity 15,000 ADT). This improvement is the same as mitigation measure Tra-15 for the Phase 2 condition.
- Tra-93** Otay Mesa Road between SR-125 southbound ramp and La Media Road: To the extent feasible, widen a six-lane major arterial (capacity 50,000 ADT) to an eight-lane primary arterial (capacity 70,000 ADT).
- Tra-94** Otay Mesa Road between La Media Road and Britannia Boulevard: To the extent feasible, widen a seven-lane major arterial (capacity 55,000 ADT) to an eight-lane primary arterial (capacity 70,000 ADT).
- Tra-95** Otay Mesa Road between Britannia Boulevard and Cactus Road: To the extent feasible, widen a six-lane major arterial (capacity 60,000 ADT) to an eight-lane primary arterial (capacity 70,000 ADT).
- Tra-96** Otay Mesa Road between Cactus Road and Heritage Road: To the extent feasible, widen the six-lane primary arterial (capacity 60,000 ADT) to an eight-lane primary arterial (capacity 70,000 ADT). This mitigation measure is the same improvement as Tra-56 for the Buildout condition.

**Tra-97** Otay Mesa Road between Heritage Road and Caliente Avenue: To the extent feasible, widen the six-lane primary arterial (capacity 60,000 ADT) to an eight-lane primary arterial (capacity 70,000 ADT).

**Tra-98** Britannia Boulevard between Otay Mesa Road and Airway Road: To the extent feasible, widen the four-lane collector (capacity 30,000) to a six-lane primary arterial (capacity 60,000 ADT).

**Tra-99** Britannia Boulevard between Airway Road and Siempre Viva Road: To the extent feasible, widen the four-lane collector (capacity 30,000) to a six-lane primary arterial (capacity 60,000 ADT).

**Tra-100** Heritage Road-Otay Valley Road between Avenida De Las Vistas and Otay Mesa Road: To the extent feasible, widen the two-lane collector (capacity 10,000 ADT) to a two-lane collector with a center two-way left turn lane (capacity 15,000 ADT).

Freeway Segments. The owner/permittee shall perform the following mitigation measures to reduce Existing Plus Project impacts to freeway mainline segments to ~~below a level of significance~~the extent feasible:

**Tra-101** I-5 north of Palm Avenue: To the extent feasible, construct one managed lane in the southbound direction consistent with the April 2011 Draft Regional Transportation Plan (RTP) 2050.

**Tra-102** SR-905 between Caliente Avenue and I-805: To the extent feasible, construct one general purpose lane in each direction.

Congestion Management Program Arterials. Implementation of Tra-92 through Tra-96 by the owner/permittee would increase roadway capacity, arterial speed and restore LOS and mitigate Existing Plus Project impacts to ~~below a level of significance~~the extent feasible along Otay Mesa Road between SR-125 and Caliente Avenue.

### 5.2.3 Impact

**Issue 3:** **Would the project result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?**

#### **Impact Thresholds**

According to the City's Significance Determination Thresholds, air traffic impacts may be significant if the project would:

- Be an incompatible use as defined in an airport land use plan, or be inconsistent with an airport's Comprehensive Land use Plan (CLUP) as adopted by the ALUC to the extent that the inconsistency is based on valid data.

## Impact Analysis

The project site is located approximately one mile from Brown Field Municipal Airport in the U.S., as well as immediately adjacent to Tijuana International Airport (TIJ) in Mexico.

### Brown Field Municipal Airport

An airport's safety zones are established for the purpose of evaluating the safety compatibility of land use actions in the Airport Influence Area (AIA) of an airport. The zone boundaries are based on general aviation aircraft accident location data and data regarding the runway configuration and aircraft operational procedures at an airport. According to Brown Field's Airport Land Use Compatibility Plan (ALUCP; SDCRAA 2010), the project site is located outside Brown Field's safety zones. Therefore, no further airport safety analysis is necessary.

An airport's AIA is "the area in which current or future airport-related noise, overflight, safety, or airspace protection factors may significantly affect land uses or necessitate restrictions on those uses" (California Business and Professions Code 11010(b)(13)(b)). The AIA is divided into Review Area 1 and Review Area 2. Review Area 1 consists of locations where noise or safety concerns may necessitate limitations on the types of land use actions. Specifically, Review Area 1 encompasses locations exposed to aircraft noise levels of 60 dB CNEL or greater together with all of the airport's safety zones. Review Area 2 consists of locations beyond Review Area 1 but within the airspace protection and/or overflight notification areas. Limits on the heights of structures, particularly in areas of high terrain, are the only restrictions on land uses within Review Area 2. The recordation of overflight notification documents also is required in locations within Review Area 2. According to Brown Field's ALUCP (SDCRAA 2010), the project site is located within Review Area 2 of Brown Field's AIA. The proposed project, however, would not conflict with any of the restrictions within Review Area 2.

Building height restrictions apply around the airport to ensure that no object would interfere with the safe operation of aircraft or impact the airport's operations. The ALUCP contains criteria for determining airspace obstruction compatibility. Any proposed development that includes an object over 200 feet above the ground level or that penetrates the 100:1 slope extending 20,000 feet away from the nearest runway must be submitted to the Federal Aviation Administration (FAA) for obstruction evaluation. Should the potential exist that a project could produce a hazard or obstruction to air navigation, a complete aeronautical study must be prepared. Objects determined to be an obstruction or hazard, or create change to flight operations, approach minimums, or departure routes would be considered incompatible. The tallest proposed structure (i.e., the hotel) would not exceed 60 feet, which would be an acceptable height with regard to airport/aircraft safety.

In addition, proposed developments may be incompatible and would require evaluation if they would generate other obstructions, such as release of any substance that would impair visibility (e.g., dust, smoke, or steam); emit or reflect light that could interfere with air crew vision; produce emissions that would interfere with aircraft communication systems, navigation systems or other electrical systems; or attract birds or waterfowl. The proposed project would not generate other obstructions as those described above; therefore, no associated impacts would occur.

## Tijuana International Airport

TIJ Airport does not have an ALUCP or any other type of documentation showing the airport's safety zones, AIA, or construction restrictions. It is assumed that the project site is located within this airport's safety zone and AIA. The proposed project, however, would not result in any obstructions to the operation of TIJ Airport or associated aircrafts. This conclusion is based on the fact that the runways are aligned in a generally west-east direction, which means that aircrafts taking off and landing are unlikely to fly directly over the project site. In addition, the closest runway is approximately 0.75 mile away from the project site in Mexico.

### **Significance of Impact**

The project would not affect air traffic patterns and therefore no associated significant impacts would occur resulting from project implementation.

### **Mitigation, Monitoring, and Reporting**

No mitigation measures would be required.

#### **5.2.4 Impact**

**Issue 4: Would the project substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?**

### **Impact Thresholds**

In accordance with the City's Significance Determination Thresholds, traffic hazard impacts would be significant if the project would result in the following condition:

- Increase traffic hazards to motor vehicles, bicyclists, or pedestrians due to proposed non-standard design features (e.g., poor sight distance, proposed driveway onto an access-restricted roadway).

### **Impact Analysis**

The project would include features to accommodate pedestrians and bicyclists. Such accommodations would provide connections between proposed internal uses, as well as surrounding roadways. No poor sight distances would be created since topography is level, standard setbacks would be observed by proposed buildings, and no substandard curves are proposed. Driveways along on-site roads have the potential to cause conflicts with pedestrians and bicyclists; however, sidewalks would be provided, internal intersections would include crosswalks and bike lanes would be striped, where appropriate. Therefore, the project has been designed to avoid potential vehicular/pedestrian and bicyclist conflicts. No significant traffic hazard impacts would occur.

## **Significance of Impact**

Proposed internal roadways and access intersections would be adequate to handle proposed project traffic. In addition, the project would not create potential vehicular/pedestrian and bicyclist conflicts. Thus, the project would not result in significant traffic hazard impacts as a result of non-standard design feature.

## **Mitigation, Monitoring, and Reporting**

No mitigation measures would be required.

### **5.2.5 Impact**

#### **Issue 5: Would the project result in inadequate emergency access?**

#### **Impact Thresholds**

In accordance with the City's Significance Determination Thresholds, emergency access impacts would be significant if the project would:

- Restrict emergency access.

#### **Impact Analysis**

The project would provide adequate emergency access within the site. Access for emergency vehicles would be provided via Siempre Viva Road. Internal fire access routes and fire lanes would be provided along the internal roadways, and fire lane signage would be posted along the roadways. Additional emergency requirements, such as fire hydrants, fire hydrant markers (i.e., blue reflectors installed in the roadway), knox box systems, adequate vertical clearances, adequate turning radii, and fire ladder clearances, would be provided in accordance with City requirements.

#### **Significance of Impact**

Because the project would provide adequate emergency access features in compliance with City requirements, no significant traffic impacts associated with emergency access would occur.

#### **Mitigation, Monitoring, and Reporting**

No mitigation measures would be required.



## 5.2.6 Impact

**Issue 6: Would the project conflict with adopted policies, plans or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?**

### **Impact Thresholds**

According to the City's Significance Determination Thresholds, transportation impacts may be significant if the project would:

- Increase traffic hazards for motor vehicles, bicyclists, or pedestrians due to a proposed non-standard design feature; and/or
- Conflict with adopted policies, plans, or programs supporting alternative transportation models (e.g., bus turnouts, bicycle racks).

### **Impact Analysis**

#### Alternative Transportation Modes

As stated above, transit service is provided within the project study area by the San Diego MTS. Route 905 provides service to/from the Iris Avenue Trolley Station (the 30<sup>th</sup> Street/Iris Avenue intersection) and the Otay Mesa border crossing (the Roll Drive/Via de la Amistad intersection). In addition, Class II bicycle lanes exist on Otay Mesa Road (SR-905) and Siempre Viva Road. Siempre Viva Road also has a sidewalk along the southern side of the road and a dirt trail along the northern side.

The project would provide dedicated lanes for bus unloading, taxi and passenger bus drop-off zones between the parking structure and the CBF as shown in Figure 3-3 and additional pedestrian and bicycle facilities are proposed that would connect to the existing pedestrian and bicycle network. Proposed pedestrian facilities would provide convenient connections between the proposed uses within the project site, and also would connect to existing sidewalks along Siempre Viva Road.

Should additional bus routes or transit opportunities be proposed by regional planning agencies, such as SANDAG, in the future, accommodations could be made by the owner/permittee on the project site for such improvements. However, no specific transit improvements are proposed at this time.

#### Consistency with Adopted Alternative Transportation Mode Plans and Policies

The proposed project would not negatively impact alternative transportation modes or safety. The provision of additional pedestrian and bicycle facilities that would connect with existing facilities would be consistent with adopted plans supporting alternative transportation modes. Specifically, the project would be consistent with the City's General Plan Mobility Element goal of supporting multi-modal transportation and the Urban Design Element goal to create mixed-

use, walkable villages. Refer to Section 5.1, *Land Use*, and Table 5.1-1 for details on plan consistency.

### **Significance of Impact**

The proposed project would not impact alternative transportation modes and would support pedestrian and bicycle transportation, as well as public transit and carpooling. Thus, the project would be in consistent with the City's alternative transportation policies and no associated significant impacts would occur.

### **Mitigation, Monitoring, and Reporting**

No mitigation would be required.

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## 5.3 NOISE

This section evaluates potential noise impacts associated with the proposed project. The following discussion is based on the Noise Impact Analysis and a technical addendum (or errata) for the project that were prepared by HELIX Environmental Planning (HELIX) in 2011. The study and addendum are included in their entirety in Appendix I.

### 5.3.1 Existing Conditions

#### Noise Descriptors

Noise is defined as any unwanted sound. Sound levels are usually measured and expressed in units called decibels (dB). Since the human ear is not equally sensitive to all sound frequencies, noise levels are factored more toward human sensitivity using the “A” weighting scale, written as dBA. To account for the variability in sound levels, a mathematical average is used to describe the noise exposure. This time-averaged sound level is defined as the noise equivalent level ( $L_{EQ}$ ). In general terms,  $L_{EQ}$  is the average noise level during the specified time period. Because community receptors are more sensitive to unwanted noise intrusion during the evening hours and at night, state law requires that measured noise during the evening and night be artificially increased to obtain the average sound level during a 24-hour period. This is called the Community Noise Equivalent Level (CNEL). The CNEL is obtained by adding 5 dB to sound levels in the evening hours (7 a.m. to 10 p.m.) and adding 10 dB to sound levels at night (10 p.m. to 7 a.m.). The 5 and 10 dB increase is applied to account for heightened noise sensitivity during the evening and nighttime hours.

#### Noise Sensitive Land Uses

Noise sensitive receptors are land uses associated with indoor and/or outdoor activities that may be subject to stress and/or significant interference from noise. They typically include residential dwellings, dormitories, mobile homes, hotels, motels, hospitals, nursing homes, educational facilities (i.e., classrooms), passive recreation areas, daycare facilities, and libraries.

In the Otay Mesa community, there is primarily industrial development interspersed with commercial operations, which are not highly noise-sensitive land uses. The closest highly-sensitive receptors to the proposed project are a single-family residence situated approximately 0.2 mile east of the site, and another single-family residence situated approximately 0.5 mile west of the site. San Ysidro High School, located at the intersection of Airway Road and Caliente Avenue approximately 2.4 miles northeast of the project site, would experience increased traffic from the proposed project, and is analyzed as a sensitive receptor as well. Impacts to industrial land uses in the project area (while not highly-sensitive land uses) also are analyzed.

**Applicable Plans and Policies**

City of San Diego General Plan

Impacts to future sensitive receivers were evaluated in relation to the noise level standards set forth in the Noise Element in the City of San Diego General Plan. The General Plan community noise and land use compatibility guidelines are illustrated in Table 5.3-1, *Land Use – Noise Compatibility Guidelines*. The City’s exterior unconditional noise level standard for noise-sensitive areas is 60 dBA CNEL. As illustrated in Table 5.3-1, commercial and industrial office/warehouse uses are conditionally compatible with noise levels up to 75 dBA CNEL and compatible with noise levels up to 65 dBA CNEL. Visitor accommodations (i.e., hotels) are conditionally compatible with noise levels up to 75 dBA CNEL and compatible with noise levels up to 60 dBA CNEL. The City of San Diego assumes that standard construction techniques would provide a 15 dB reduction of exterior noise levels to an interior receiver. With these criteria, standard construction could be assumed to result in interior noise levels of 45 dBA CNEL or less when exterior sources are 60 dBA CNEL or less. When exterior noise levels are greater than 60 dBA CNEL and the interior threshold is 45 dBA CNEL, consideration of specific construction techniques is required.

<b>Table 5.3-1 LAND USE – NOISE COMPATIBILITY GUIDELINES</b>					
<b>Land Use Category</b>	<b>Exterior Noise Exposure (dBA CNEL)</b>				
	<b>&lt;60</b>	<b>60-65</b>	<b>65-70</b>	<b>70-75</b>	<b>&gt;75</b>
<b>Open Space and Parks and Recreational</b>					
Community & Neighborhood Parks; Passive Recreation					
Regional Parks; Outdoor Spectator Sports, Golf Courses; Athletic Fields; Outdoor, Spectator Sports, Water Recreational Facilities; Horse Stables; Park Maintenance Facilities					
<b>Agricultural</b>					
Crop Raising & Farming; Aquaculture, Dairies; Horticulture Nurseries & Greenhouses; Animal Raising, Maintain & Keeping; Commercial Stables					
<b>Residential</b>					
Single Units; Mobile Homes; Senior Housing		45			
Multiple Units; Mixed-Use Commercial/Residential; Live Work; Group Living Accommodations		45	45		
<b>Institutional</b>					
Hospitals; Nursing Facilities; Intermediate Care Facilities; Kindergarten through Grade 12 Educational Facilities; Libraries; Museums; Places of Worship; Child Care Facilities		45			
Vocational or Professional Educational Facilities; Higher Education Institution Facilities (Community or Junior Colleges, Colleges, or Universities)		45	45		
Cemeteries					
<b>Sales</b>					
Building Supplies/Equipment; Food, Beverages & Groceries; Pets & Pet Supplies; Sundries, Pharmaceutical, & Convenience Sales; Wearing Apparel & Accessories			50	50	
<b>Commercial Services</b>					
Building Services; Business Support; Eating & Drinking; Financial Institutions; Assembly & Entertainment; Radio & Television Studios; Golf Course Support			50	50	
Visitor Accommodations		45	45	45	

<b>Table 5.3-1 (cont.) LAND USE – NOISE COMPATIBILITY GUIDELINES</b>					
<b>Land Use Category</b>			<b>Exterior Noise Exposure (dBA CNEL)</b>		
			<b>&lt;60</b>	<b>60-65</b>	<b>65-70</b>
<b>Offices</b>					
Business & Professional; Government; Medical, Dental & Health Practitioner; Regional & Corporate Headquarters			50	50	
<b>Vehicle and Vehicular Equipment Sales and Services Use</b>					
Commercial or Personal Vehicle Repair & Maintenance; Commercial or Personal Vehicle Sales & Rentals; Vehicle Equipment & Supplies Sales & Rentals; Vehicle Parking					
<b>Wholesale, Distribution, Storage Use Category</b>					
Equipment & Materials Storage Yards; Moving & Storage Facilities; Warehouse; Wholesale Distribution					
<b>Industrial</b>					
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 indicated by the number for occupied areas.		
		Outdoor Uses	Feasible noise mitigate 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 2008a

### City of San Diego Noise Abatement and Control Ordinance

The City’s Noise Abatement and Control Ordinance regulates noise produced by construction activities. Construction activities are prohibited between the hours of 7 p.m. and 7 a.m. and on Sundays and legal holidays, except in case of emergency. Construction noise must not exceed an average sound level of 75 dBA at the property line of any property zoned for residential use during the 12-hour period from 7 a.m. to 7 p.m. pursuant to the San Diego Municipal Code, Section 59.5.0404(b).

In addition, the City’s Noise Abatement and Control Ordinance regulates fixed source and/or operational noise, as measured at the property line between the noise generator and the adjacent receptor. The noise limits are in terms of a one-hour average sound level. The allowable noise limits vary according to the land use and time of day. The proposed CPA would permit the proposed CBF and other non-industrial (i.e., commercial and hotel) uses on the site. The noise limits for various land uses are depicted in Table 5.3-2, *City of San Diego Noise Ordinance Limits*. The sound level limit applies at any point on or beyond the boundary of the property on which the sound is produced. The sound level limit at a location on a boundary between two zoning districts is the arithmetic mean of the respective limits for the two zones (San Diego Municipal Code Section 59.5.0401[b]). The OMCP designates the project site and surrounding

areas as OMDD Industrial Subdistrict. Should the City approve the proposed CPA and PDP, the designation of the project site would change to Institutional, which would allow the proposed CBF, commercial, and hotel uses. The noise limits for property line separating commercial and industrial zones are 70 dBA from 7:00 a.m. to 7:00 p.m. and 67.5 dBA from 7:00 p.m. to 7:00 a.m.

**Table 5.3-2  
 CITY OF SAN DIEGO NOISE ORDINANCE LIMITS**

<b>Land Use Zone <sup>1</sup></b>	<b>Time Of Day</b>	<b>One-hour Average Sound Level (dB[A])</b>
Single-family Residential	7:00 a.m. to 7:00 p.m.	50
	7:00 p.m. to 10:00 p.m.	45
	10:00 p.m. to 7:00 a. m.	40
Multi-family Residential (Up to a maximum density of 1/2000)	7:00 a.m. to 7:00 p.m.	55
	7:00 p.m. to 10:00 p.m.	50
	10:00 p.m. to 7:00 a.m.	45
All other Residential	7:00 a.m. to 7:00 p.m.	60
	7:00 p.m. to 10:00 p.m.	55
	10:00 p.m. to 7:00 a.m.	50
Commercial	7:00 a.m. to 7:00 p.m.	65
	7:00 p.m. to 10:00 p.m.	60
	10:00 p.m. to 7:00 a.m.	60
Manufacturing and all other industrial, including or Agricultural and Extractive Industry	Any time	75

Source: City of San Diego Noise Ordinance Section 59.5.0401

<sup>1</sup> The sound level limit at a location on a boundary between two zoning districts is the arithmetic mean of the respective limits for the two districts.

Traffic noise significance thresholds are indicated in Table 5.3-3, *Traffic Noise Significance Thresholds* (City 2007).

Use	Interior <sup>1</sup>	Exterior <sup>1,2</sup>	General Indication of Potential Significance
Single-family detached	45 dB	65 dB	Structure or outdoor usable area is less than 50 feet from the center of the closest (outside) land on a street with existing or future ADT above 7,500
Multi-family, schools, libraries, hospitals, day care, hotels, motels, parks, convalescent homes	45 dB	65 dB	
Offices, churches, business, professional uses	n/a	70 dB	Structure or outdoor usable area is less than 50 feet from the center of the closest lane on a street with existing or future ADTs above 20,000
Commercial, Retail, Industrial, Outdoor Spectator Sport Uses	n/a	75 dB	Structure or outdoor usable area is less than 50 feet from the center of the closest lane on a street with existing or future ADTs above 40,000

Source: City CEQA Significance Determination Thresholds 2007

<sup>1</sup> If a project is currently at or exceeds the significance thresholds for traffic noise and noise levels would result in a less than three dB increase, then the impact is not considered significant.

<sup>2</sup> Exterior usable space areas do not include residential front yards or balconies, unless the areas are a part of the required usable open space calculation for multi-family units.

n/a = not applicable

## Noise Sources

The only potential on-site noise source is vehicle travel along Otay Pacific Drive, Otay Pacific Place, and Las Californias Road; however, existing road usage and vehicular noise is very limited as no buildings or uses occur on site. Although Siempre Viva Road borders the northern boundary of the project site, the paved portion of the road ends at the northeastern corner of the property; very limited through traffic travels east of the dead end on the unimproved segment of the road that ultimately intersects with La Media Road.

The western portion of the site could be influenced by noise sources associated with adjacent development. Some of the adjacent industrial buildings located west of the project site house a border patrol facility and other industrial uses. These uses only create localized traffic and building HVAC noise, neither of which is audible or measurable from the project site.

The southern portion of the project site is influenced by noise from various transportation noise sources south of the border. Avenida International, a four-lane airport access and general transportation road, runs immediately adjacent to the southern side of the border, approximately 150 feet south of the project site. Airplanes taking off from TIJ Airport utilize a flight path that travels from east-southeast to west-northwest with the western end of the airstrip located approximately 3,500 feet south of the site.



The expected Year 2020 TIJ Airport noise contours are shown on Figure 5.3-1, *Tijuana Rodriguez International Airport Noise Contours*. These contours assume that the existing runway may be extended and a second parallel runway would be developed south of the existing runway. The figure shows the project site just outside the 65 CNEL contour in the Year 2020. It should be noted that if a second runway is not developed and the same projected air traffic is only utilizing the current runway, the project site would likely be within the 65 CNEL noise contour.

The project site is far outside the noise impact zone of the Brown Field Municipal Airport; thus, aircraft operations at the Brown Field airport would not influence the on-site noise environment.

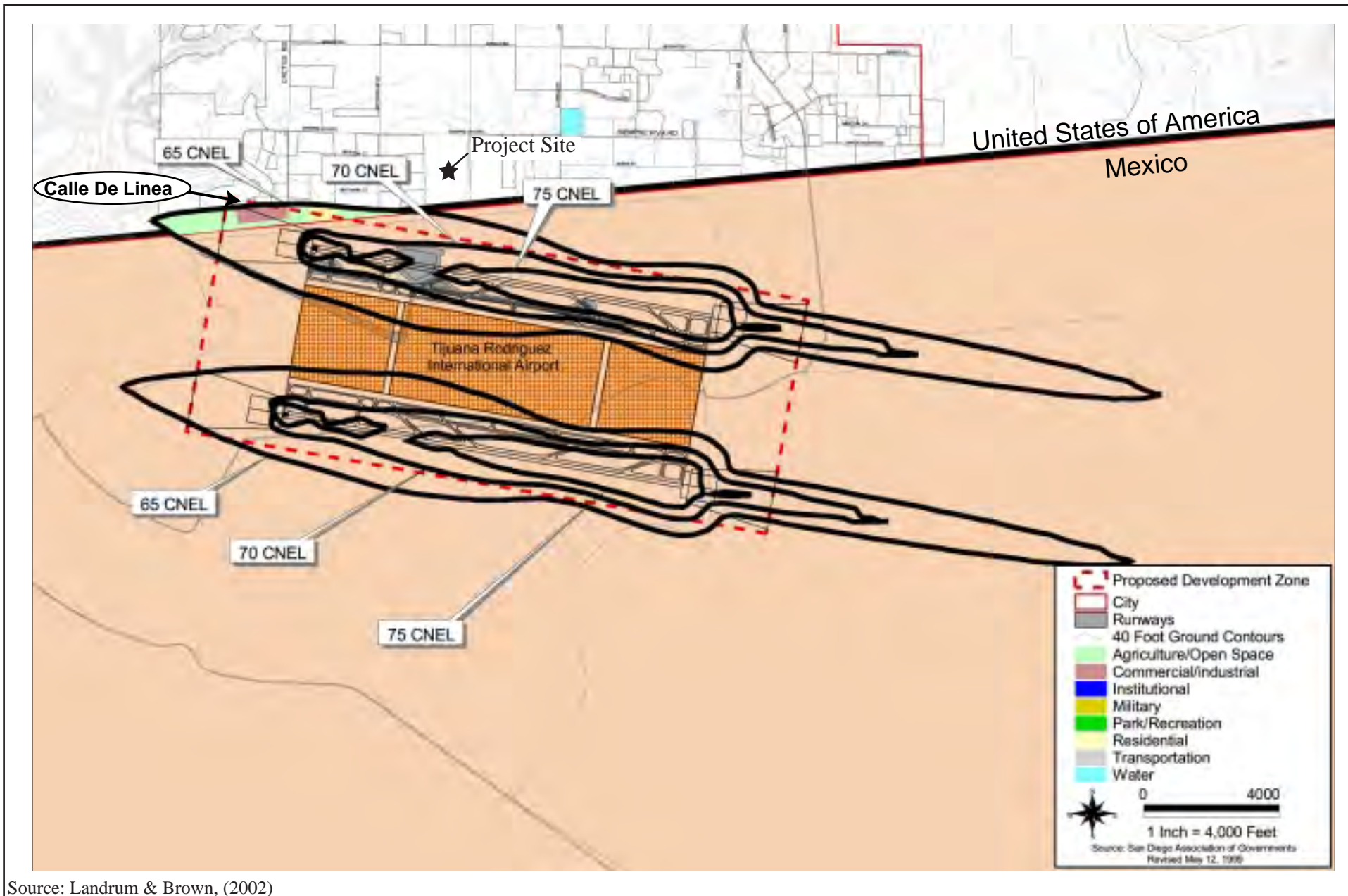
### **Ambient Noise Measurements**

A 15-minute ambient noise measurement was taken on the project site, at the southern end of Otay Pacific Drive (Figure 5.3-2, *Noise Measurement Locations*, point A1). A second ambient noise measurement was made off site in Mexico along the southern edge of Avenida International. Two additional five-minute noise measurements were taken at the cul-de-sac at the south end of Las Californias Drive (Figure 5.3-2, point A2), and at the cul-de-sac at the eastern end of Britannia Court (Figure 5.3-2, Point A3).

Noise measurements conducted on the site indicate that existing noise levels on the property are approximately 67 dBA  $L_{EQ}$ , which is a result of proximity to adjacent roadways and TIJ Airport. Off-site ambient noise levels range from approximately 48 to 56 dBA  $L_{EQ}$ .

### **Existing Traffic Noise**

Site visits were conducted on May 27, 2009 and February 14, 2011, to conduct traffic noise measurements near the site. A total of three noise measurements were taken, one across from 7295 Siempre Viva Road, one on Siempre Viva Road between Otay Pacific Drive and Las Californias Drive, and one along Avenida International in Mexico. Traffic counts were conducted during each measurement. As shown in Table 5.3-4, *On-site Noise Measurements*, and Figure 5.3-2, measured noise levels ranged from 56.7 to 66.6 dBA  $L_{EQ}$ . Noise levels were also calculated using the Computer Aided Noise Abatement (CADNA) Ver. 3.6 model-based computer program based on assumptions that are summarized in the Acoustical Analysis Report (Appendix J). These calculated noise levels are also included in Table 5.3-4. Based on the minimal difference between the measured noise level and the calculated noise level, no adjustments to the calculated noise levels are needed in the impact analysis.



## Tijuana Rodriguez International Airport Noise Contours

OTAY-TIJUANA CROSS BORDER FACILITY DEVELOPMENT PROJECT

Figure 5.3-1







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## Noise Measurement Locations

OTAY-TIJUANA CROSS BORDER FACILITY DEVELOPMENT PROJECT

Figure 5.3-2





Location No.	Time	Measured Noise Level (dBA L <sub>EQ</sub> )	CADNA Calculated Noise Level (dBA L <sub>EQ</sub> )	Location Description
T1	1:30 p.m. to 1:45 p.m.	66.3	67.0	Across from 7295 Siempre Viva Road, approximately 30 feet from the southern edge of the roadway.
T2	2:15 p.m. to 2:30 p.m.	56.7	57.8	Siempre Viva Road between Otay Pacific Drive and Las Californias Drive, approximately 30 feet from the southern edge of the roadway.
T3	3:00 p.m. to 3:15 p.m.	66.6	n/a	Adjacent to Avenida International <sup>1</sup> (in Mexico), approximately 45 feet from the southern edge of the roadway.

Source: HELIX 2011a

Note: Avenida International is normally a divided four-lane roadway, however, during the time of the noise measurement, the roadway was under reconstruction (from an area adjacent the site to where the eastern portion of the roadway turns to the south). The normal marked speed for the roadway is 70 kilometers per hour (kph) (44 miles per hour [mph]), however, in the area adjacent to the measurement traffic was restricted to two lanes and the speed was only 30 to 35 kph (18 to 22 mph).  
 n/a = not applicable

### 5.3.2 Impact

**Issue 1: Would the project result in or create a significant increase in the existing ambient noise levels?**

**Issue 2: Would the project result in the exposure of people to noise levels which exceed the City’s adopted noise ordinance or are incompatible with the City’s Land Use – Noise Compatibility guidelines?**

### **Impact Thresholds**

#### Noise Ordinance

According to the City’s Significance Determination Thresholds, noise impacts may be significant if the project would:

- Result in temporary construction noise which exceeds noise levels identified in Municipal Code 59.0404, including result in temporary construction noise level that exceeds an average sound level greater than 75 dBA L<sub>EQ</sub> at a sensitive receptor during the 12-hour period from 7:00 a.m. to 7:00 p.m.;
- Expose single-family residential properties to exterior noise levels exceeding 57.5 dBA L<sub>EQ</sub> from 7:00 a.m. to 7:00 p.m., 52.5 dBA L<sub>EQ</sub> from 7:00 p.m. to 10:00 p.m., and 50 dBA L<sub>EQ</sub> from 10:00 p.m. to 7:00 a.m.;

- Expose multi-family residential properties to exterior noise levels exceeding 60 dBA  $L_{EQ}$  from 7:00 a.m. to 7:00 p.m., 55 dBA  $L_{EQ}$  from 7:00 p.m. to 10:00 p.m., and 52.5 dBA  $L_{EQ}$  from 10:00 p.m. to 7:00 a.m.;
- Expose commercial uses to exterior noise levels exceeding 65 dBA  $L_{EQ}$  from 7:00 a.m. to 7:00 p.m., 60 dBA  $L_{EQ}$  from 7:00 p.m. to 7:00 a.m.; and/or
- Expose single-family residential dwellings to interior sound levels exceeding 45 dBA  $L_{EQ}$ .

### Land Use - Noise Compatibility Guidelines

The site is zoned Heavy Industrial and the project must be designed and constructed in compliance with the development regulations of the IH-2-1 zone (CBF and industrial uses) and the CV-1-1 zone (hotel and commercial uses). In accordance with PDP design guidelines, a 30-foot distance separation must be provided between structures where a hotel would be sited adjacent to industrial building(s) in order to avoid potential land use conflicts related to noise.

Per the City's General Plan Noise Element, the project would result in potentially significant land use – noise compatibility impacts if the off-site property line noise level limit of 75 dBA  $L_{EQ}$  for industrially-zoned areas is exceeded. This 75 dBA property-line noise-level limit (during all times of the day) is applicable to all new and future industrial property lines for all property-to-property noise impacts, including both to and from any hotel or retail uses if permitted on industrially-zoned land.

## **Impact Analysis**

### Construction Noise Impacts

Construction activities can be roughly divided into three phases, with these phases potentially exhibiting some overlap depending on specific locations and timing wherein newly constructed development could be exposed to construction noise from future construction activities. Site construction would entail the periodic use of heavy equipment throughout site buildout, although the bulk of the construction would involve finished grading activities since the project site has been graded and infrastructure (i.e., roads and utilities) has been installed. Demolition and/or modification of existing on-site roadways is expected and would not create exceptional or significant noise impacts. Typical equipment for the proposed type of construction is assumed to include: small dozers, excavators, backhoe loaders, compactors, water trucks, boom concrete pumpers, trenchers, forklifts, light mobile cranes or sky lifts, graders, pavers, compactors, skid steers, mini excavators, trenchers, and a variety of specific tools including welders, metal shears, and light hand tools. The equipment necessary for the construction phases of the proposed project would be typical of construction equipment used for general industrial/commercial construction and would not exceed the City construction noise ordinance limit of 75 dBA  $L_{EQ}$  (averaged over a 12-hour period) at the property lines. Only the use of heavy earth moving equipment used for several hours over the course of the day close to the property line would have the potential to exceed the 75 dB  $L_{EQ}$  noise limit specified in the City ordinances. Because the site is already mass graded with most of the road network and utilities in place, minimal heavy

earth moving equipment is expected to be used at the site. Therefore, construction noise impacts are expected to be less than significant.

### Operational Noise Impacts

Operational noise impacts are divided into land use noise and transportation noise. These two types of noise are analyzed using different methodologies and significance thresholds.

Operational noise impacts could occur on site, as well as in the surrounding area. On-site impacts would be related to exterior noise sources (e.g., traffic) adversely affecting noise-sensitive receptors (e.g., hotel guests). Impacts from the proposed project to surrounding sensitive noise receptors could occur as a result of increased on- and off-site traffic.

Transportation noise impacts are discussed further under Issue 3. The proposed project would introduce several new noise sources, depending on the land use. These sources and the expected noise source levels are addressed below.

#### *Land Use Noise Impacts*

Trash Compactors. Trash compactors are large hydraulic presses with containment bins in which waste is compacted. The compactor cycle typically last slightly over one minute, and the machine runs a full cycle and turns off automatically. Trash compactors are typically used by large commercial retailers, hotels, grocery stores, or other facilities as part of the required recycling systems. They may be shared by multiple facilities, and could occur in either project scenario. Based on typical data for trash compactors, a compactor would be expected to create a noise of 53 dBA  $L_{EQ}$  or less at 20 feet from the property line (refer to Appendix I). Therefore, noise from trash compactors would be expected to have a less than significant impact.

HVAC and Refrigeration. At a distance of 20 feet from a single refrigeration unit, the noise impact could be nearly 70 dBA  $L_{EQ}$ . This could be higher if there are multiple units or larger units. Therefore, the installation of HVAC units on various buildings on site would be potentially significant, given that the distances from potential on-site HVAC units to nearby property lines has not yet been determined.

Backup Diesel-powered Electricity Generator. Individual backup generators may be required at the proposed CBF and hotels (for the elevator), as well as any commercial facility that would require constant refrigeration (i.e., floral import facility). Backup generators could occur under either project scenario. At a distance of approximately 23 feet from a backup generator mounted without a specifically-designed noise control enclosure, noise levels over 100 dBA may occur. Therefore, the installation of a generator would be potentially significant at the nearby property lines, depending on where they are placed on site.

Parking Structure. A parking structure would be constructed in either project scenario. The initial parking provided would be a paved, surface parking area; at build-out, a four-level, 772,000-SF parking structure would be constructed on 10.2 acres of the site (Figure 3-1). The parking area would be built inside the on-site traffic loop, just northeast of the CBF building, and would have vehicle access to and from streets, as well as pedestrian access to the CBF facilities. Parking structures typically emanate noise from the open sides, and, more significantly, from the open-top deck.



The initial ground level open parking lot would have the highest potential noise impacts because it would not have any interior-to-exterior noise reduction provided by a typical structure. Also, an open parking lot lacks the line-of-sight restriction provided by the walls found on the top decks of parking structures, and other line-of-sight noise-control elements associated with parking structures. Specific design information is not available for the open parking lot. To determine the potential for parking area noise impacts, the parking lot area was analyzed with 889 spaces and an assumed worst case of 1.6 turnovers per hour per parking spot. In this scenario, the parking lot would generate noise levels of 55.3 dBA  $L_{EQ}$  at the CBF structure and 46.1 dBA  $L_{EQ}$  at the nearest property line. Thus, the parking structure noise would be below the City's 75 dBA exterior property-line noise threshold, and impacts would be less than significant.

Gas Station with Automatic Carwash. A gas station may be developed near Siempra Viva Road in either land use scenario. If constructed, a dryer associated with an automated carwash would be the overriding noise generator from that type of land use. The sound pressure levels from a dryer could be as high as 95 dBA at a distance of five feet from the center of the dryer system. The typical carwash dryer turns on for 60 seconds per drying cycle, which could occur as often as 20 times per hour at a busy site. This equates to 75 dBA  $L_{EQ}$  at 40 feet due to time-averaging and distance attenuation. Therefore, the installation of a carwash could have a potentially significant impact at nearby property lines, depending where it is located on site.

### **Significance of Impact**

In compliance with the City of San Diego Noise Ordinance, construction activities would be limited to between the hours of 7:00 a.m. and 7:00 p.m., and would not increase noise levels over 75 dBA  $L_{EQ}$  at noise-sensitive receptors. Noise impacts at property lines resulting from operational features of the project (e.g., HVAC and refrigeration units, back-up diesel-powered electricity generator(s), and gas station with automatic carwash) would be potentially significant. Noise levels at the property lines from trash compactors that may be used on site and the proposed parking lot and structure would be less than significant per the Noise Ordinance and City noise thresholds.

### **Mitigation, Monitoring and Reporting**

The project applicant or owner/permittee shall implement the following mitigation measures to reduce noise impacts from stationary sources on site below a level of significance:

**Noi – 1** All ground-mounted HVAC systems shall utilize a noise control barrier surrounding the equipment; the top of the surrounding wall must be at least two feet higher than the tallest equipment in the enclosure. The barrier would be required to meet the following minimum criteria:

- Sound attenuation barriers shall be a single, solid sound wall constructed of masonry, wood, plastic, fiberglass, steel, or a combination of those materials.
- There shall be no cracks or gaps through the wall; any seams or cracks must be filled or caulked.
- If wood is used, it can be tongue and groove and must be at least one inch thick or have a surface density of at least 3.5 pounds per square foot.

- Where architectural or aesthetic factors follow, glass or clear plastic may be used in the upper portion.
- Sheet metal of 18-gauge (minimum) may be used, if it meets the other criteria and is properly supported and stiffened so that it does not rattle or create noise itself from vibration or wind.
- Any doors or gates must be designed with overlapping closures at the bottom and sides and meet the minimum specifications of the wall materials.
- Any gate(s) must be of ¾-inch or thicker wood, 18-gauge or thicker solid sheet metal, or an exterior-grade solid-core steel with prefabricated door jams.

**Noi – 2** All rooftop-mounted HVAC systems shall utilize parapet walls surrounding the equipment; the top of the surrounding walls must be equal to the tallest piece of equipment.

**Noi – 3** Backup generators shall be enclosed in a standard type two noise control cabinet and protected by a noise control barrier at least two feet higher than the top of the generator. The barrier shall meet the following minimum criteria:

- Sound attenuation barriers shall be a single, solid sound wall constructed of masonry, wood, plastic, fiberglass, steel, or a combination of those materials.
- There shall be no cracks or gaps through the wall; any seams or cracks must be filled or caulked.
- If wood is used, it can be tongue and groove and must be at least one inch thick or have a surface density of at least 3.5pounds per square foot.
- Where architectural or aesthetic factors follow, glass or clear plastic may be used in the upper portion.
- Sheet metal of 18-gauge (minimum) may be used, if it meets the other criteria and is properly supported and stiffened so that it does not rattle or create noise itself from vibration or wind.
- Any doors or gates must be designed with overlapping closures at the bottom and sides and meet the minimum specifications of the wall materials.
- Any gate(s) must be of ¾-inch or thicker wood, 18-gauge or thicker solid sheet metal, or an exterior-grade solid-core steel with prefabricated door jams.

### **5.3.3 Impact**

**Issue 3:        Would the proposed project result in the exposure of people to current or future transportation noise levels, which exceed standards established in the Transportation Element of the General Plan?**

#### **Impact Thresholds**

The City's Significance Determination Thresholds contain specific traffic noise significance thresholds that are based on the City of San Diego Progress Guide and General Plan, which has been superseded by the currently adopted 2008 General Plan. Specifically, the Land Use Compatibility Chart (Table K-4) has been updated in Noise Element of the 2008 General Plan, and the Transportation Element of the 2008 General Plan does not include the traffic noise thresholds

contained in Table K-2 of the City's Significance Determination Thresholds. Traffic noise significance thresholds used in this EIR are based on a combination of Table K-2 (from the City's Significance Determination Thresholds) and the Land Use – Noise Compatibility Guidelines in the Noise Element of the 2008 General Plan. Where differences occur between Table K-2 and the Land Use – Noise Compatibility Guidelines, the more restrictive guideline is applied.

Traffic noise impacts may be significant if the project would:

- Expose single-family or multi-family housing, schools, libraries, hospitals, day care, hotels, motels, parks or convalescent homes to exterior traffic noise levels that exceed 65 dBA CNEL at exterior useable areas and interior traffic noise levels that exceed 45 dBA CNEL;
- Expose office, churches, business, or professional uses to exterior traffic noise levels that exceed 70 dBA CNEL at exterior useable areas and interior traffic noise levels that exceed 50 dBA CNEL;
- Expose commercial, retail, industrial, or outdoor spectator sport uses to exterior traffic noise levels that exceed 75 dBA CNEL at exterior useable areas; and/or
- Increase noise levels by at least 3 dBA where noise levels currently exceed the traffic noise thresholds.

### **Impact Analysis**

Two transportation noise sources would have the potential to create exterior and interior noise impacts at the project site, in addition to noise impacts from the off-site roadways. These noise sources are the on-site roadways and aircraft operations at TIJ Airport. Note that all of the off-site noise receptors analyzed in this report are too far from the proposed project site and the TIJ Airport to experience noise impacts.

#### *On-site Transportation Noise Impacts*

On-site travel would be served by three on-site public streets: Otay Pacific Drive, Otay Pacific Place, and Las Californias Drive. The extension of Otay Pacific Drive that circles around the CBF parking structure would be a private road. Currently, two of the streets have a northern terminus into Siempre Viva Road and southern terminus near the center of the project site where they are interconnected with a cross street (Otay Pacific Place) and semicircular driveway around the planned parking structure; this is not anticipated to change. All three streets would provide local access to the CBF and its parking structure, as well as to the rest of the development proposed on site. Traffic along both streets would increase when the CBF and other uses are operating, and traffic noise would increase over time as the CBF is phased in through buildout.

Transportation noise impacts were evaluated for the following six distinct scenarios as outlined below: Phase 1 with and without Project, Phase 2 with and without Project, and Buildout with and without Project. The Existing Plus Project scenario is not specifically called out in this analysis based on the following considerations: (1) The project site is in an unoccupied state, with essentially no on-site uses or development-related noise generation and (2) noise-related impact and mitigation analysis for the proposed on-site land uses must consider the “worst case”

potential noise levels to on-site receivers. Accordingly, the described worst case traffic scenario, specifically the Buildout condition, encompasses the noise generation level that on-site uses would have to consider when building structures. As shown in Tables 5.2-17 and 5.2-20, Buildout traffic volumes, and therefore noise levels, would exceed Existing Plus Project conditions.

The Phase 1 traffic scenarios were calculated without the planned truck bypass along the southern property boundary, while the Phase 2 and Buildout traffic scenarios assume that the truck bypass would be in place. Worst-case noise levels were calculated for each of the 30 lots into which the proposed project would be re-subdivided (Figure 3-1).

Noise levels at the on-site lots are presented in Table 5.3-5, *On-site Roadway Traffic Noise Levels*, with significant impacts from on-site roadway traffic identified. As previously stated, standard building construction is widely-accepted to provide an exterior-to-interior noise level reduction of 15 CNEL, which was taken into account when determining the significance of impacts. For lots that would experience an exterior noise level that would be 15 CNEL or greater than the interior noise level limit, a significant impact is identified.

**Table 5.3-5  
 ON-SITE ROADWAY TRAFFIC NOISE LEVELS**

Lot #	Phase 1 CNEL		Phase 2 CNEL		Buildout CNEL	
	No Project	Plus Project	No Project	Plus Project	No Project	Plus Project
1	68.4	73.0 <sup>1</sup>	68.9	75.0 <sup>1</sup>	76.3	78.7
2	58.8	66.1 <sup>1</sup>	59.7	68.5 <sup>1</sup>	67.0	71.6 <sup>1</sup>
3	54.6	64.6	56.0	67.2	63.0	70.0
4	52.3	64.4	54.4	67.1	60.8	69.7
5	49.9	64.0 <sup>1</sup>	53.1	66.7 <sup>1</sup>	58.5	69.2 <sup>1</sup>
6	48.5	63.5 <sup>1</sup>	51.6	66.0 <sup>1</sup>	56.9	68.4 <sup>1</sup>
7	47.7	62.4 <sup>1</sup>	50.3	64.3 <sup>1</sup>	55.8	66.8 <sup>1</sup>
8, North Side	46.7	57.5	50.9	59.6	54.8	62.2
8, South Side	58.7	59.1	67.7	67.8	67.9	68.0
9, Northwest Side	47.0	59.6	48.0	61.5	55.2	64.2
9, Northeast Side	48.4	56.9	53.8	59.4	57.3	62.6
9, South Side	50.9	60.2	62.0	64.6	62.1	65.9
10, South Side	55.3	56.1	69.1	69.1	69.2	69.3
10, North Side	50.5	59.9	58.5	62.9	60.1	65.2
11	50.2	59.9	57.5	62.6 <sup>1</sup>	59.5	65.2 <sup>1</sup>
12	50.0	59.5	56.4	62.1 <sup>1</sup>	59.2	65.2 <sup>1</sup>
13	50.0	58.9	55.9	61.5 <sup>1</sup>	59.2	65.1 <sup>1</sup>
14	50.2	58.4	55.1	60.9	59.7	65.2
15	51.0	58.3	54.7	60.6	61.3	65.7
16	51.6	58.8	54.7	60.7	63.1	66.7
17	52.8	59.1	55.0	61.1	66.7	69.2
18	53.6	58.8	55.4	60.8	75.2	76.6

Lot #	Phase 1 CNEL		Phase 2 CNEL		Buildout CNEL	
	No Project	Plus Project	No Project	Plus Project	No Project	Plus Project
19	54.9	60.6	56.4	62.5	<b>74.6</b>	<b>76.3</b>
20	53.6	61.3	55.6	63.2	<b>66.7</b>	<b>70.1<sup>1</sup></b>
21	52.2	61.0	54.8	63.0	63.2	68.4
22	51.3	60.8	54.6	62.8	61.3	67.7
23	50.2	<b>60.2<sup>1</sup></b>	54.7	<b>62.3<sup>1</sup></b>	59.5	<b>66.7<sup>1</sup></b>
24	49.8	<b>61.1<sup>1</sup></b>	55.1	<b>63.3<sup>1</sup></b>	58.9	<b>67.1<sup>1</sup></b>
25	49.0	<b>63.1<sup>1</sup></b>	52.5	<b>65.5<sup>1</sup></b>	57.5	<b>67.9<sup>1</sup></b>
26	50.1	<b>62.5<sup>1</sup></b>	53.4	<b>65.2<sup>1</sup></b>	58.8	<b>67.7<sup>1</sup></b>
27	52.3	62.4	54.5	65.1	61.0	67.9
28	54.5	63.3	56.0	65.9	63.1	68.9
29	59.0	<b>65.6<sup>1</sup></b>	59.8	<b>67.9<sup>1</sup></b>	<b>67.4</b>	<b>71.4<sup>1</sup></b>
30	<b>66.2</b>	<b>70.7<sup>1</sup></b>	<b>66.7</b>	<b>72.7<sup>1</sup></b>	<b>74.3</b>	<b>76.6</b>

Source: HELIX 2011a

Note: **Bold** indicates significant impact from on-site roadway traffic.

<sup>1</sup> While this lot would experience significant impacts for the indicated year/project/no-project combination under the CBF plus hotel, commercial and industrial development scenario, no significant impacts would occur if the lot was developed with an industrial land use under the CBF plus industrial development scenario.

Noise levels from TIJ Airport could be significant, either alone or when added to the noise levels from roadway traffic. Noise levels at the on-site lots were extrapolated using the TIJ Airport noise contour map (see Figure 5.3-1). Thus, on-site CNELs from TIJ Airport would range from 65 at the southwestern corner of the project site, to 60 CNEL at the northeastern corner of the project site. Extrapolated airport noise levels at the on-site lots are presented in Table 5.3-6, *On-site Noise Impacts from TIJ Airport*.

Lot No.	Extrapolated CNEL	Lot No.	Extrapolated CNEL
1	61	16	60
2	61	17	60
3	62	18	60
4	62	19	60
5	63	20	60
6	63	21	61
7	64	22	61
8	65	23	62

<b>Table 5.3-6 (cont.) ON-SITE NOISE IMPACTS FROM TIJ AIRPORT</b>			
<b>Lot No.</b>	<b>Extrapolated CNEL</b>	<b>Lot No.</b>	<b>Extrapolated CNEL</b>
9	64	24	62
10	64	25	63
11	63	26	62
12	62	27	62
13	62	28	61
14	61	29	61
15	61	30	60

Source: HELIX 2011a

To determine the actual level of noise impacts to the proposed on-site land uses, noise levels from roadway traffic and TIJ Airport were added together to determine the total transportation CNELs. The estimated on-site transportation noise levels are presented in Table 5.3-7, *On-site Transportation Noise Levels*, with significant impacts from on-site roadway traffic identified.

<b>Table 5.3-7 ON-SITE TRANSPORTATION NOISE LEVELS</b>						
<b>Lot #</b>	<b>Phase 1 CNEL</b>		<b>Phase 2 CNEL</b>		<b>Buildout CNEL</b>	
	<b>No Project</b>	<b>Plus Project</b>	<b>No Project</b>	<b>Plus Project</b>	<b>No Project</b>	<b>Plus Project</b>
1	69.1	73.3 <sup>1</sup>	68.9	75.0 <sup>1</sup>	76.4	78.8 <sup>1</sup>
2	63.0	67.3 <sup>1</sup>	63.4	69.2 <sup>1</sup>	68.0	72.0 <sup>1</sup>
3	62.7	66.5	63.0	68.3	65.5	70.6
4	62.4	66.4	62.7	68.3	64.5	70.4
5	63.2	66.5 <sup>1</sup>	63.4	68.2 <sup>1</sup>	64.3	70.1 <sup>1</sup>
6	63.2	66.3 <sup>1</sup>	63.3	67.8 <sup>1</sup>	64.0	69.5 <sup>1</sup>
7	64.1	66.3 <sup>1</sup>	64.2	67.2 <sup>1</sup>	64.6	68.6 <sup>1</sup>
8, North Side	65.1	65.7 <sup>1</sup>	65.2	66.1	65.4	66.8
8, South Side	65.9	66.0	69.6	69.6	69.7	69.8
9, Northwest Side	64.1	65.3	64.1	65.9	64.5	67.1
9, Northeast Side	64.1	64.8	64.4	65.3	64.8	66.4
9, South Side	64.2	65.5	66.1	67.3	66.2	68.1
10, South Side	64.5	64.7	70.3	70.3	70.3	70.4
10, North Side	64.2	65.4	65.1	66.5	65.5	67.7
11	63.2	64.7 <sup>1</sup>	64.1	65.8 <sup>1</sup>	64.6	67.2 <sup>1</sup>
12	62.2	63.9 <sup>1</sup>	63.1	65.1 <sup>1</sup>	63.8	66.9 <sup>1</sup>
13	62.3	63.7 <sup>1</sup>	63.0	64.8 <sup>1</sup>	63.8	66.8 <sup>1</sup>
14	61.3	62.9	62.0	64.0	63.4	66.6
15	61.4	62.9	61.9	63.8	64.2	67.0
16	60.6	62.3	61.1	63.4	64.8	67.5
17	60.8	62.6	61.2	63.6	67.5	69.7
18	60.9	62.5	61.3	63.4	75.3	76.7

**Table 5.3-7 (cont.)  
 ON-SITE TRANSPORTATION NOISE LEVELS**

Lot #	Phase 1 CNEL		Phase 2 CNEL		Buildout CNEL	
	No Project	Plus Project	No Project	Plus Project	No Project	Plus Project
19	61.2	63.3	61.6	64.4	<b>74.7</b>	<b>76.4<sup>1</sup></b>
20	60.9	63.7	61.3	64.9	<b>67.5</b>	<b>70.5<sup>1</sup></b>
21	61.5	64.0	61.9	65.1	65.2	69.1
22	61.4	63.9	61.9	65.0	64.2	68.5
23	<b>62.3</b>	<b>64.2<sup>1</sup></b>	<b>62.7</b>	<b>65.2<sup>1</sup></b>	<b>63.9</b>	<b>68.0<sup>1</sup></b>
24	<b>62.3</b>	<b>64.6<sup>1</sup></b>	<b>62.8</b>	<b>65.7<sup>1</sup></b>	<b>63.7</b>	<b>68.3<sup>1</sup></b>
25	<b>63.2</b>	<b>66.1<sup>1</sup></b>	<b>63.4</b>	<b>67.4<sup>1</sup></b>	<b>64.1</b>	<b>68.5<sup>1</sup></b>
26	<b>62.3</b>	<b>65.3<sup>1</sup></b>	<b>62.6</b>	<b>66.9<sup>1</sup></b>	<b>63.7</b>	<b>68.7<sup>1</sup></b>
27	62.4	65.2	62.7	66.8	64.5	68.9
28	61.9	65.3	62.2	67.1	65.2	69.6
29	63.1	<b>66.9<sup>1</sup></b>	63.5	<b>68.7<sup>1</sup></b>	<b>68.3</b>	<b>71.8<sup>1</sup></b>
30	<b>67.3</b>	<b>71.1<sup>1</sup></b>	<b>67.7</b>	<b>73.0<sup>1</sup></b>	<b>74.5</b>	<b>76.7</b>

Source: HELIX 2011a

Note: **Bold** indicates significant impact from on-site roadway traffic.

<sup>1</sup> While this lot would experience significant impacts for the indicated year/project/no-project combination under the CBF plus hotel, commercial and industrial development scenario, no significant impacts would occur if the lot was developed with an industrial land use under the CBF plus industrial development scenario.

*Off-site Transportation Noise Impacts*

Regional access to the site would be from I-805, Interim SR 905/Otay Mesa Road, SR 125 and future SR 905 via local access roads that connect to Siempre Viva Road, including Britannia Boulevard and La Media Road.

The majority of the land uses along the nearby local access roads are either commercial or industrial in character. The noise-sensitive uses in the project area consist of two occupied single-family residences and San Ysidro High School. One of the residences is located on the southern side of Siempre Viva Road approximately 0.5 mile west of the project site at 7295 Siempre Viva Road. The second residence is located approximately 0.2 mile east of the project site at 8075 Siempre Viva Road. San Ysidro High School is located approximately 2.4 miles northeast of the project site, and would experience higher noise levels due to increased traffic on adjoining streets (Airway Road and Caliente Avenue).

Transportation noise impacts for the residences and San Ysidro High School were evaluated for eight distinct scenarios: Existing (2009) with and without Project, Phase 1 with and without Project, Phase 2 with and without Project, and Buildout with and without Project. Impacts for these eight traffic scenarios were calculated for five existing receptor locations: the front of the home at 7295 Siempre Viva Road, the back of the home at 7295 Siempre Viva Road, the front of the home at 8075 Siempre Viva Road, the back of the home at 8075 Siempre Viva Road, and San Ysidro High School. Exterior noise levels at the front of the homes are considered to be the noise levels at the building facade for the purposes of evaluating interior noise levels. Noise impacts for San Ysidro High school were calculated at the closest building facade facing the

nearby roadways, and not for outdoor use areas located significantly further back from the nearby streets. Noise levels at off-site receivers are presented in Table 5.3-8, *Off-site Receiver Noise Levels*, with significant impacts from on-site roadway traffic identified.

Receiver Location	Existing (2009) CNEL		Phase 1 CNEL		Phase 2 CNEL		Buildout CNEL	
	No Project	Plus Project	No Project	Plus Project	No Project	Plus Project	No Project	Plus Project
Front of house at 7295 Siempre Viva Road (and building facade)	61.7	62.4	67.9	69.3	68.4	70.3	75.6	76.5
Back of house at 7295 Siempre Viva Road	52.8	55.6	58.7	60.1	59.6	61.5	66.3	67.3
Front of house at 8075 Siempre Viva Road (and building facade)	49.5	53.0	50.7	52.1	53.4	54.8	66.7	68.1
Back of house at 8075 Siempre Viva Road	46.2	50.8	48.9	50.6	54.6	55.5	59.9	61.2
San Ysidro High School	56.0	56.9	60.7	60.8	61.5	61.6	66.3	66.8

Source: HELIX 2011a

No significant noise impacts would occur at any of the off-site sensitive receivers listed in Table 5.3-8. The interior noise levels at both of the homes and the school (15 CNEL lower than the exterior noise levels at the school and at the fronts of the homes), while above the 45 CNEL limit, would experience noise levels in excess of the standard both with and without the project. Because the project-related noise sources would result in a less than 3 CNEL increase, no significant impacts would occur.

For exterior noise impacts to off-site industrial areas, two situations were analyzed: the noise level increase at the off-site roadway segment that would experience the largest percentage increase in traffic volume, and any roadway segments that would experience a doubling in traffic volume due to implementation of the proposed project. If noise impacts from a roadway would already create a CNEL over the 75 CNEL threshold of significance without the effects of a proposed project, then that project would have a significant impact if it would further increase the CNEL by 3 or more. A 3 CNEL increase corresponds to a doubling of noise, which would in turn require a doubling of traffic volume.

For the Existing (2009) Plus Project analysis, Siempre Viva Road between Otay Pacific Drive and Britannia Boulevard is the only roadway segment which would exceed 75 CNEL or greater at 50 feet from the roadway centerline. The 75 CNEL contour is approximately 55 feet from the roadway centerline. However, the roadway right-of-way (ROW) is over 120 feet wide along this section of road. Therefore, no industrial properties along the roadway would have impacts above



the 75 CNEL threshold with or without the Project in the Existing (2009) condition, and no significant exterior noise impacts to industrial land uses would occur.

The segment of Siempre Viva Road from Otay Pacific Drive to Britannia Boulevard would experience the largest percentage increase in traffic volume out of all of the roadway segments in the study area – an increase from 9,400 ADT to 34,100 ADT. The resultant CNEL from 34,100 ADT traveling at the posted speed of 45 mph would be 73.8, which is below the 75 CNEL threshold of significance. Because this roadway segment would not experience a CNEL increase above the City’s threshold of significance from the added project traffic, and no other roadway segment would experience a larger percentage ADT increase than this segment, no roadway segments in the project area would see a CNEL increase to above the threshold of significance; therefore, no significant impacts would occur in the Existing (2009) Plus Project condition.

Besides the aforementioned segment of Siempre Viva Road just west of Otay Pacific Drive, the only roadway segment in the study area that would experience a doubling in traffic volume in any of the studied traffic conditions is the segment of Britannia Boulevard between Airway Road and Siempre Viva Road. This segment is forecast to experience an increase in traffic from approximately 21,660 ADT in the Phase 1 without Project scenario to approximately 49,140 ADT in the Phase 2 with Project scenario. However, the noise created by the 49,140 ADT traveling at 40 mph would be 74.1 CNEL at the nearby industrial receivers, which is below the 75 CNEL threshold of significance for industrial receivers. Therefore, no significant off-site traffic noise impacts would occur.

For interior noise impacts to off-site industrial areas from project traffic, there is a noise limit of 50 CNEL for interior office space. Title 24 of the California building code provides an assumed 15 CNEL exterior-to-interior noise reduction. Only roadways with a change of 3 CNEL or greater are analyzed for impacts to interior office space. In the case of the proposed project, only the Existing Plus Project traffic condition would have the potential to produce a 3 CNEL change in exterior noise levels. The distances from the roadway segment centerlines to the corresponding 65 CNEL contour is summarized in Table 5.3-9, *65 CNEL Contour Line Distances*.

<b>Table 5.3-9 65 CNEL CONTOUR LINE DISTANCES</b>		
<b>Roadway Segment</b>	<b>Distance to 65 CNEL Contour</b>	
	<b>Existing (2009) No Project</b>	<b>Existing (2009) Plus Project</b>
Siempre Viva Road from project site to Britannia Boulevard	< 50 ft. (within right of way)	323 ft.
Britannia Boulevard from Siempre Viva Road to Airway Road	< 50 ft. (within right of way)	270 ft.
Britannia Boulevard from Airway Road to Planned SR-905	67 ft.	265 ft.
Britannia Boulevard from Planned SR-905 to Otay Mesa Road	67 ft.	265 ft.

Source: HELIX 2011b.

As Table 5.3-9 demonstrates, the industrial structures along the pertinent roadway segments would be well within the 65 CNEL contour line in the Existing (2009) Plus Project scenario resulting in exterior noise levels that would have the potential to exceed the City's noise level limit of 50 CNEL. However, those same industrial structures were permitted in accordance with the Municipal Code requirements consistent with the adopted Otay Mesa Community Plan, whose buildout traffic volumes along the above-listed roadway segments would generate a 65 CNEL contour line that would also envelop the industrial buildings. Construction of the adjacent industrial structures would have taken into consideration future exterior noise levels and would have necessitated enhanced exterior-to-interior noise mitigation when the structures were built to ensure interior noise level limits are met. Therefore noise impacts to interior noise levels at off-site industrial areas produced by project traffic under the Existing (2009) Plus Project condition would be less than significant.

### Impacts of Off-site Traffic Mitigation

The off-site traffic mitigation to be implemented as part of the proposed project (Tra-3, Tra-6/23, Tra-12, and Tra-17) would require minor widening of existing roadways. Potential noise impacts associated with these roadway improvements would be limited to industrial properties (i.e., with no residential or other sensitive receptors) and industrially-zoned lands that have been (or will be, for currently undeveloped sites) permitted and constructed in accordance with the adopted Otay Mesa Community Plan (OMCP). The OMCP utilizes buildout traffic volumes to generate an associated 65 CNEL contour that encompasses the existing (and potential future) industrial facilities in proximity to the proposed off-site roadway improvements. Accordingly, potential noise impacts from the proposed off-site traffic mitigation areas would be less than significant for all of the impact scenarios identified above, based on the following considerations: (1) existing (or potential future) industrial facilities located within the 65 CNEL contour were (or will be) required to incorporate enhanced exterior-to-interior noise mitigation as part of the associated development review process under the OMCP, and have already been (or will be required to be) designed to mitigate associated traffic-related noise impacts; (2) the proposed off-site traffic mitigation roadway improvements would create a change of less than 3 CNEL at all affected sites as they would not cause a doubling of daily trips along affected segments or significantly shift traffic closer to potential receptors; and (3) if future SDPs are requested for other off-site traffic improvements identified in Section 5.2 for Existing Plus Project, Phase 1 or Phase 2 conditions, they would be subject to subsequent CEQA review.

### **Significance of Impact**

As shown in Table 5.3-7, multiple lots on the project site would experience potentially significant impacts from transportation noise. Lots 1, 2, 18, 19, 20, 29, and 30 would be exposed to CNELs exceeding the exterior noise level limits if the planned land uses include human outdoor use areas, although only Lots 1, 2, 20, and 29 would experience the 3 CNEL increase required for a significant impact. Lots 1, 2, 19, 20, 29, and 30 would have potentially significant impacts to interior spaces as well as exterior areas due to the fact that standard construction practices may not sufficiently reduce exterior noise. While Lots 5, 6, 7, 8, 11, 12, 13, 23, 24, 25, and 26 would not be significantly impacted externally, the predicted noise levels (after the 15 CNEL exterior-to-interior reduction) would have potentially significant interior impacts.

In the CBF plus industrial development scenario, exterior impacts from transportation noise would be less than significant because of the three CNEL increase required for a significant impact to occur. Under this scenario, Lot 8 would still experience potentially significant interior noise impacts.

The additional transportation noise resulting from the addition of project-related traffic to surrounding roadways would have a less than significant impact because the increase in noise due to the project would not exceed the 3-dBA increase threshold for land uses already above the CNEL limit at both homes and at San Ysidro High School, and at some industrial uses in the area. Traffic noise impacts to off-site uses resulting from the proposed project would be less than significant.

### **Mitigation, Monitoring and Reporting**

The project applicant or owner/permittee shall implement the following mitigation measures as conditions of approval on the PDP and SDP to reduce potentially significant transportation noise impacts below a level of significance.

- Noi – 4** Prior to issuance of building permits for Lots 1, 2, 5, 6, 7, 8, 11, 12, 13, 19, 20, 23, 24, 25, 26, 29, and 30, an exterior-to-interior noise analysis shall be completed to assess off-site noise sources and determine if related interior noise standards are met for on-site commercial uses, assuming the land uses proposed in the CBF plus hotel, commercial and industrial development scenario. Appropriate noise planning and attenuation measures identified in the noise analysis shall be incorporated into the project design to ensure compliance with the General Plan Noise Element Land use - Noise Compatibility Guidelines.
- Noi – 5** Prior to issuance of a building permit for Lot 8, an exterior-to-interior noise analysis shall be completed to assess off-site noise sources and determine if related interior noise standards are met for on-site uses within the CBF building, assuming the land uses proposed in the CBF plus industrial development scenario. Appropriate noise planning and attenuation measures identified in the noise analysis shall be incorporated into the project design to ensure compliance with the General Plan Noise Element Land use - Noise Compatibility Guidelines.
- Noi – 6** Prior to issuance of building permits for Lots 1, 2, 18, 19, 20, 29, and 30, a noise analysis shall be completed to assess building-specific stationary noise sources and determine if related noise standards are met for on-site exterior use areas, assuming the land uses proposed in the CBF plus hotel, commercial and industrial development scenario. Appropriate noise planning and attenuation measures identified in the noise analysis shall be incorporated into the project design to ensure compliance with the Noise Ordinance noise limits for stationary sources.

## 5.4 AIR QUALITY

This section provides an evaluation of potential air quality impacts associated with the proposed project. The following discussion is based on the Air Quality and Global Climate Change Technical Report prepared by Scientific Resources Associated (SRA) in April 2011 (2011; Appendix B). Global climate change and greenhouse gas emissions are addressed in Section 5.7.

### 5.4.1 Existing Conditions

#### **Meteorology/Climate**

The project site is located in the San Diego Air Basin (SDAB). The climate in the SDAB is dominated by a semi-permanent high pressure cell located over the Pacific Ocean. This cell influences the direction of prevailing winds (westerly to northwesterly) and maintains clear skies for much of the year. The high pressure cell also creates two types of temperature inversions that may act to degrade local air quality.

Subsidence inversions occur during the warmer months as descending air associated with the Pacific high pressure cell comes into contact with cool marine air. The boundary between the two layers of air creates a temperature inversion that traps pollutants. The other type of inversion, a radiation inversion, develops on winter nights when air near the ground cools by heat radiation and air aloft remains warm. The shallow inversion layer formed between these two air masses also can trap pollutants. As the pollutants become more concentrated in the atmosphere, photochemical reactions occur that produce ozone, commonly known as smog.

#### **Regulatory Setting**

##### Criteria Pollutants

Air quality is defined by ambient air concentrations of specific pollutants identified by the Environmental Protection Agency (EPA) to be of concern with respect to health and welfare of the general public. The EPA is responsible for enforcing the Federal Clean Air Act (CAA) of 1970 and its 1977 and 1990 Amendments. The CAA required the EPA to establish National Ambient Air Quality Standards (NAAQS) for the protection of human health and the public welfare for six criteria pollutants: carbon monoxide (CO), nitrogen dioxide (NO<sub>2</sub>), sulfur dioxide (SO<sub>2</sub>), ozone (O<sub>3</sub>), particulates with an aerodynamic diameter less than 10 micron (PM<sub>10</sub>), fine particulate matter with an aerodynamic diameter less than 2.5 microns (PM<sub>2.5</sub>), and lead (Pb). Ozone is not emitted directly, but is formed from a complex set of reactions involving ozone precursors such as nitrogen oxides (NO<sub>x</sub>) and volatile organic compounds (VOCs). Regulations relating to ozone, therefore, address emissions of NO<sub>x</sub> and VOCs.

The CAA allows states to adopt ambient air quality standards and other regulations provided they are at least as stringent as federal standards. The California Air Resources Board (ARB) has established the more stringent California Ambient Air Quality Standards (CAAQS) for the six criteria pollutants through the California Clean Air Act of 1988, and also has established CAAQS for additional pollutants, including sulfates, hydrogen sulfide, 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.

In December 2002, the San Diego Air Pollution Control District (APCD) submitted a maintenance plan for the 1-hour NAAQS for O<sub>3</sub> and requested redesignation from a serious O<sub>3</sub> nonattainment area to attainment. As of July 28, 2003, the San Diego Air Basin has been reclassified as an attainment area for the 1-hour NAAQS for O<sub>3</sub>. On April 15, 2004, the SDAB was designated a basic nonattainment area for the 8-hour NAAQS for O<sub>3</sub>. The SDAB is in attainment for the NAAQS for all other criteria pollutants. The SDAB is currently classified as a nonattainment area under the CAAQS for O<sub>3</sub> and PM<sub>10</sub>.

The ARB is the state regulatory agency with authority to enforce regulations to both achieve and maintain the NAAQS and CAAQS. The ARB is responsible for the development, adoption, and enforcement of the state’s motor vehicle emissions program, as well as the adoption of the CAAQS. The ARB also reviews operations and programs of the local air districts, and requires each air district with jurisdiction over a nonattainment area to develop its own strategy for achieving 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. In San Diego County, the attainment planning process is embodied in a regional air quality management plan developed jointly by the SDAPCD and SANDAG.

The following specific descriptions of health effects for each of the criteria pollutants associated with project construction and operations are based on EPA (2007) and ARB (2005).

*Ozone.* Ozone is considered a photochemical oxidant, which is a chemical that is formed when reactive organic gases (ROG) and NO<sub>x</sub>, both by-products of 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 combustion, and the main source of CO in the SDAB is motor vehicle exhaust. CO is an odorless, colorless gas that 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<sub>2</sub> 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 nitrogen oxide (NO) with oxygen. NO<sub>2</sub> is a respiratory irritant and may affect those with existing respiratory illness, including asthma. NO<sub>2</sub> can also increase the risk of respiratory illness.

*Sulfur dioxide.* SO<sub>2</sub> 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<sub>2</sub> are found near large industrial sources. SO<sub>2</sub> is a respiratory irritant that can cause narrowing of the airways leading to wheezing and shortness of breath. Long-term exposure to SO<sub>2</sub> can cause respiratory illness and aggravate existing cardiovascular disease.

*Respirable Particulate Matter and Fine Particulate Matter.* Respirable particulate matter, or PM<sub>10</sub>, refers to particulate matter with an aerodynamic diameter of 10 microns or less. Fine particulate matter, or PM<sub>2.5</sub>, refers to particulate matter with an aerodynamic diameter of 2.5 microns or less. Particulate matter in these size ranges have been determined to have the potential to lodge in the lungs and contribute to respiratory problems. PM<sub>10</sub> and PM<sub>2.5</sub> arise from a variety of sources, including road dust, diesel exhaust, fuel combustion, tire and brake wear, construction operations, and windblown dust. PM<sub>10</sub> and PM<sub>2.5</sub> can increase susceptibility to respiratory infections and can aggravate existing respiratory diseases such as asthma and chronic bronchitis. PM<sub>2.5</sub> is considered to have the potential to lodge deeper in the lungs.

*Lead.* Lead in the atmosphere occurs as particulate matter. It 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 primary sources of lead emissions. Lead has the potential to cause gastrointestinal, central nervous system, kidney and blood diseases upon prolonged exposure and it 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<sub>2</sub> during the combustion process and subsequently converted to sulfate compounds in the atmosphere. The conversion of SO<sub>2</sub> to sulfates takes place comparatively rapidly and completely in urban areas of California due to regional meteorological features. The ARB'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.* H<sub>2</sub>S 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<sub>2</sub>S at levels above the standard would result in exposure to a very disagreeable odor. In 1984, an ARB committee concluded that the ambient standard for H<sub>2</sub>S 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. Cancer is a major concern from exposure to vinyl chloride via inhalation. Vinyl chloride exposure has been shown to increase the risk of angiosarcoma, a rare form of liver cancer, in humans.

*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. The CAAQS are intended to limit the frequency and severity of visibility impairment due to regional haze.

Table 5.4-1, *Ambient Air Quality Standards*, presents a summary of the NAAQS and CAAQS adopted with the federal and California CAAs.

<b>Table 5.4-1 AMBIENT AIR QUALITY STANDARDS</b>						
<b>Pollutant</b>	<b>Averaging Time</b>	<b>California Standards</b>		<b>National Standards</b>		
		<b>Concentration</b>	<b>Method</b>	<b>Primary</b>	<b>Secondary</b>	<b>Method</b>
Ozone (O <sub>3</sub> )	1 Hour	0.09 ppm (180 µg/m <sup>3</sup> )	Ultraviolet Photometry	-	Same as Primary Standard	Ultraviolet Photometry
	8 Hours	0.070 ppm (137 µg/m <sup>3</sup> )		0.075 ppm (147 µg/m <sup>3</sup> )		
Carbon Monoxide (CO)	8 Hours	9.0 ppm (10 mg/m <sup>3</sup> )	Non-Dispersive Infrared Photometry (NDIR)	9 ppm (10 mg/m <sup>3</sup> )	None	Non-Dispersive Infrared Photometry (NDIR)
	1 Hour	20 ppm (23 mg/m <sup>3</sup> )		35 ppm (40 mg/m <sup>3</sup> )		
Nitrogen Dioxide (NO <sub>2</sub> )	Annual Average	0.030 ppm (56 µg/m <sup>3</sup> )	Gas Phase Chemiluminescence	0.053 ppm (100 µg/m <sup>3</sup> )	0.053 ppm (100 µg/m <sup>3</sup> )	Gas Phase Chemiluminescence
	1 Hour	0.18 ppm (338 µg/m <sup>3</sup> )		0.100 ppm (188 µg/m <sup>3</sup> )	--	
Sulfur Dioxide (SO <sub>2</sub> )	24 Hours	0.04 ppm (105 µg/m <sup>3</sup> )	Ultraviolet Fluorescence	--	--	Pararosaniline
	3 Hours	--		--	0.5 ppm (1300 µg/m <sup>3</sup> )	
	1 Hour	0.25 ppm (655 µg/m <sup>3</sup> )		0.075 ppm (196 µg/m <sup>3</sup> )	--	
Respirable Particulate Matter (PM <sup>10</sup> )	24 Hours	50 µg/m <sup>3</sup>	Gravimetric or Beta Attenuation	150 µg/m <sup>3</sup>	150 µg/m <sup>3</sup>	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	20 µg/m <sup>3</sup>		-	-	

**Table 5.4-1 (cont.)  
 AMBIENT AIR QUALITY STANDARDS**

Pollutant Averaging Time		California Standards		National Standards		
		Concentration	Method	Primary	Secondary	Method
Fine Particulate Matter (PM <sup>2.5</sup> )	24 Hours	--	Gravimetric or Beta Attenuation	35 µg/m <sup>3</sup>	--	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	12 µg/m <sup>3</sup>		15 µg/m <sup>3</sup>	--	
Lead	30-day Average	1.5 µg/m <sup>3</sup>	Atomic Absorption	-	-	-
	Calendar Quarter	-		1.5 µg/m <sup>3</sup>	Same as Primary Standard	High Volume Sampler and Atomic Absorption
	3-month Rolling Average	-		0.15 µg/m <sup>3</sup>		
Sulfates	24 Hours	25 µg/m <sup>3</sup>	Ion Chromatography	--	--	--
Hydrogen Sulfide	1 Hour	0.03 ppm (42 µg/m <sup>3</sup> )	Ultraviolet Fluorescence	--	--	--
Vinyl Chloride	24 Hours	0.01 ppm (26 µg/m <sup>3</sup> )	Gas Chromatography	--	--	--

ppm = parts per million; µg/m<sup>3</sup> = micrograms per cubic meter; mg/m<sup>3</sup> = milligrams per cubic meter  
 Source: SRA 2011

### Applicable Air Quality Plans

The APCD and the San Diego Association of Governments (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 RAQS was updated in 1995, 1998, 2001, 2004, and most recently in 2009. The RAQS outlines APCD's plans and control measures designed to attain the state air quality standards for O<sub>3</sub>. The APCD has also developed the air basin's input to the SIP, which is required under the Federal Clean Air Act for areas that are out of attainment of air quality standards. The State Implementation Plan (SIP), approved by the EPA in 1996, includes the APCD's plans and control measures for attaining the O<sub>3</sub> NAAQS. The SIP is also updated on a triennial basis.

The RAQS relies on information from ARB 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 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 SIP also includes rules and regulations that have been adopted by the APCD to control emissions from stationary sources. These SIP-approved rules



may be used as a guideline to determine whether a project's emissions would have the potential to conflict with the SIP and thereby hinder attainment of the NAAQS for O<sub>3</sub>.

Existing Criteria Pollutant Levels

The APCD operates a network of ambient air monitoring stations throughout San Diego County. The purpose of the monitoring stations is to measure ambient concentrations of the pollutants and determine whether the ambient air quality meets the CAAQS and the NAAQS. The nearest ambient monitoring stations to the project site are the Otay Mesa-Paseo International station, which is located approximately 2 miles east of the project site, and the Chula Vista station, which is located approximately 7 miles northwest of the project site and is the nearest station that measures PM<sub>2.5</sub>. The Otay Mesa monitoring station is located at the International Border crossing at Otay Mesa, which is the main crossing for truck traffic between the U.S. and Mexico. Pollutant concentrations measured at the monitoring station may therefore be somewhat elevated due to the presence of truck traffic; however, Otay Mesa is considered to provide the most representative data of the Project area. Ambient concentrations of pollutants between 2007 and 2009 are presented in Table 5.4-2, *Ambient Background Concentrations San Diego Monitoring Stations*.

The new 8-hour federal ozone standard of 0.075 ppm was exceeded at the Otay Mesa monitoring station twice in 2008. The Otay Mesa monitoring station regularly experiences exceedances of the 24-hour and annual CAAQS for PM<sub>10</sub>. Exceedances of the federal PM<sub>10</sub> and PM<sub>2.5</sub> standards were recorded in 2007 during the southern California fire event that year. The data from the monitoring stations indicate that air quality is in attainment of all other standards.

**Table 5.4-2  
 AMBIENT BACKGROUND CONCENTRATIONS  
 SAN DIEGO MONITORING STATIONS**

<b>Pollutant</b>	<b>Averaging Time</b>	<b>2007</b>	<b>2008</b>	<b>2008</b>	<b>Most Stringent Ambient Air Quality Standard</b>	<b>Monitoring Station</b>
Ozone (O <sub>3</sub> )	8 hour	0.072	0.088	0.068	0.070	Otay Mesa
	1 hour	0.092	0.099	0.098	0.09	Otay Mesa
Carbon Monoxide (CO)	8 hour	3.39	3.51	3.06	9.0	Otay Mesa
	1 hour	5.7	4.3	NA	20	Otay Mesa
Nitrogen Dioxide (NO <sub>2</sub> )	Annual	0.022	0.024	0.021	0.030	Otay Mesa
	1 hour	0.101	0.123	0.091	0.100	Otay Mesa
Sulfur Dioxide (SO <sub>2</sub> )	24 hour	0.009	0.006	0.007	105	Otay Mesa
	3 hour	0.017	0.010	NA	1300 <sup>1</sup>	Otay Mesa
	1 hour	0.027	0.016	NA	196	Otay Mesa

**Table 5.4-2 (cont.)  
 AMBIENT BACKGROUND CONCENTRATIONS  
 SAN DIEGO MONITORING STATIONS**

<b>Pollutant</b>	<b>Averaging Time</b>	<b>2007</b>	<b>2008</b>	<b>2008</b>	<b>Most Stringent Ambient Air Quality Standard</b>	<b>Monitoring Station</b>
Respirable Particulate Matter (PM <sup>10</sup> )	Annual	58.5 µg/m <sup>3</sup>	56.2 µg/m <sup>3</sup>	53.9 µg/m <sup>3</sup>	20 µg/m <sup>3</sup>	Otay Mesa
	24 hour	394 µg/m <sup>3</sup> <sup>2</sup>	158 µg/m <sup>3</sup>	126 µg/m <sup>3</sup>	50 µg/m <sup>3</sup>	Otay Mesa
Fine Particulate Matter (PM <sup>2.5</sup> )	Annual	12.6 µg/m <sup>3</sup>	12.3 µg/m <sup>3</sup>	11.4 µg/m <sup>3</sup>	12 µg/m <sup>3</sup>	Chula Vista
	24 hour	77.8 µg/m <sup>3</sup> <sup>2</sup>	32.9 µg/m <sup>3</sup>	43.7 µg/m <sup>3</sup>	35 µg/m <sup>3</sup>	Chula Vista

NA - Data not currently available

<sup>1</sup>Secondary NAAQS

<sup>2</sup>Maximum values occurred during southern California fire event in 2007

Source: SRA 2011

### Existing Sensitive Receptors

Air quality regulators typically define sensitive receptors as schools (Preschool through 12<sup>th</sup> Grade), hospitals, resident care facilities, or day-care centers, or other facilities that may house individuals with health conditions that would be adversely impacted by changes in air quality. No sensitive receptors exist within one mile of the project site.

### **5.4.2 Impact**

#### **Issue 1: Would the project conflict with or obstruct implementation of the applicable air quality plan?**

#### **Impact Thresholds**

According to the City's Significance Determination Thresholds, air quality impacts may be significant if the project would:

- Conflict with or obstruct implementation of the applicable air quality plan.

#### **Impact Analysis**

In the case of conflicting with or obstructing the air quality management plans for the SDAB, the land use scenario involving the CBF plus hotel, commercial and industrial development would represent the worst-case scenario since it would increase the intensity of planned development and would produce more mobile source emissions related to vehicle traffic than the CBF plus industrial development scenario, as discussed below.

The SDAB is considered to be a basic nonattainment area for the 8-hour NAAQS for ozone and a nonattainment area for the CAAQS for both ozone and PM<sub>10</sub>. Applicable air quality plans for the SDAB include the San Diego County RAQS and SIP. The RAQS outlines the APCD's plans and control measures designed to attain the State air quality standards for ozone. In addition, the APCD relies on the SIP, which includes the APCD's plans and control measures for attaining the ozone NAAQS. These plans develop emission inventories and emission reduction strategies for all stationary emissions sources, including natural sources, required to attain the standards. Mobile sources are regulated by the USEPA and the ARB, and the emissions and reduction strategies related to mobile sources also are considered in the RAQS and SIP.

The RAQS and SIP rely on information from ARB and SANDAG, including projected growth in the SDAB; mobile, area, and all other source emissions in order to project future emissions and then determine the strategies necessary for the reduction of emissions through regulatory controls. The ARB mobile source emission projections and SANDAG growth projections are based on population, 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 plan(s) would be consistent with the RAQS and applicable portions of the SIP because associated emissions of criteria pollutants in a designated nonattainment area would be accounted for in these air quality plans. In the event that a project would propose development which is less dense than anticipated within the general plan, the project would likewise be consistent with the RAQS and SIP. If a project proposes development that is greater than that anticipated in SANDAG's growth projections, 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 subregional area.

The project proposes an amendment to the Community Plan, as well as the filing of a Vesting Tentative Map (VTM; No. 609579) and Planned Development Permit to allow for the construction of non-industrial uses. The property is currently zoned Otay Mesa Development District (OMDD), which permits uses within the Heavy Industrial (IH-2-1) base zone plus research and development and limited commercial development, and is designated as Industrial in the 1981 Otay Mesa Community Plan (OMCP). A CPA is requested to permit the Cross Border Facility and other non-industrial (i.e., hotel and community commercial) uses on the site; the CPA would be implemented through approval of the PDP. Because the project is proposing a CPA, the project would not be consistent with the site's land use designations contained in the current General Plan and adopted OMCP. The project would intensify development at the site; the existing Otay Pacific Industrial Park would have produced approximately 8,000 average daily trips (ADT), while the proposed project would produce a net of 16,176 ADT. The project would therefore not be consistent with the SANDAG projections for emissions in the area, and would have the potential to result in a significant impact due to inconsistency with the RAQS and SIP.

The SDAB is in the process of being redesignated as a serious ozone nonattainment area. This process will require an update to the RAQS and SIP to address the updated air quality status and standards. When the RAQS and SIP are updated, projects that are approved through Community Plan/General Plan Amendments will be included in the SANDAG growth projections, and therefore in the updated RAQS and SIP. As such, if approved, the proposed CPA would

eventually be included in the updated RAQS and SIP and the project emissions would be taken into account in the long-term emissions plan for the region.

### **Significance of Impact**

Filing of the CPA, VTM, and PDP required to allow for the proposed land uses would make the proposed project inconsistent with the current General Plan and OMCP. Additionally, the project would not be consistent with the SANDAG projection for emissions in the area due to intensification of development and an increase in project net ADT, which could cause an obstruction in the implementation of the RAQS and result in a potentially significant air quality impact due to inconsistency with the RAQS and SIP. Cumulatively significant impacts to regional air quality could arise.

### **Mitigation, Monitoring, and Reporting**

No mitigation measures are feasible to reduce operational emissions of ozone precursors since the majority of emissions would be the result of vehicles accessing the various uses proposed on site (refer to operational emissions discussion under Issue 2). Therefore, this impact would be significant and unavoidable on a cumulative level. It should be noted, however, that the project design includes two dedicated transit/taxi/bus drop-off and pick-up lanes adjacent to the CBF building and parking structure (refer to Figure 3.3, *CBF Site Plan and Grading*). Accordingly, while regional transit facilities and services are not currently available at the project site and vicinity (refer to Section 5.2, *Transportation/Circulation*), the project design would accommodate multi-passenger vehicles (e.g., shuttles and taxis), which could potentially reduce operational traffic volumes and related vehicle emissions. Additionally, if transit service is subsequently provided at the project site, the noted transit/taxi/bus lanes would also be available to accommodate associated vehicles (e.g., City buses).

#### **5.4.3 Impact**

#### **Issue 2: Would the project cause a violation of any air quality standard or contribute substantially to an existing or projected air quality violation?**

#### **Impact Thresholds**

According to the City's Significance Determination Thresholds, air quality impacts may be significant if the project would:

- Violate any air quality standard or contribute substantially to an existing or projected air quality violation.

The City has identified screening level thresholds based on SDAPCD criteria that are designed to provide a guideline to be considered on a case-by-case basis with other substantial evidence to determine if a project may have a significant air quality impact. If sensitive receptors are involved, or if the potential exists for a significantly cumulative air quality impact, an analysis should be conducted to assess whether the NAAQS and CAAQS listed in Table 5.4-1 could be

exceeded. Table 5.4-3, *Air Quality Screening Level Thresholds*, provides a summary of the City’s screening level thresholds for air quality.

<b>Pollutant</b>	<b>Lb/hr</b>	<b>Lb/day</b>	<b>Tons/yr</b>
Carbon Monoxide (CO)	100	550	100
Oxides of Nitrogen (NO <sub>x</sub> )	25	250	40
Particulate Matter (PM <sub>10</sub> )	--	100	15
<b>Pollutant</b>	<b>Lb/hr</b>	<b>Lb/day</b>	<b>Tons/yr</b>
Fine Particulate Matter (PM <sub>2.5</sub> ) <sup>1</sup>	--	--	--
Oxides of Sulfur (SO <sub>x</sub> )	25	250	40
Lead (Pb) and Lead Compounds	--	3.2	0.6
Volatile Organic Compounds (VOCs)/ Reactive Organic Gases (ROGs)	--	137	15

<sup>1</sup>The City has not yet established significance criteria for PM<sub>2.5</sub>.  
 Source: City of San Diego 2007

The City has not yet established significance criteria for PM<sub>2.5</sub>; therefore, this report uses the 55 lbs/day and 10 tons/year thresholds developed by the SCAQMD (SCAQMD 2011).

### **Impact Analysis**

Evaluation of potential air quality impacts on sensitive receptors includes evaluation of the emissions from both the construction of the project and operation of the project following construction. Both construction and operational emissions were evaluated based on the City of San Diego’s significance criteria discussed above.

In general, the potential land use scenario wherein the CBF is constructed in conjunction with industrial office/warehouse development is the focus of the construction impact analysis. This scenario has a greater potential for air quality impacts during construction than the CBF plus hotel, commercial, and industrial office/warehouse scenario, with the exception of Phase 2 of construction, where maximum simultaneous construction emissions of VOC and CO would be greater for the CBF plus hotel, commercial and industrial office/warehouse scenario than for the CBF plus industrial office/warehouse scenario. The CBF plus industrial office/warehouse scenario would have greater maximum simultaneous construction plus operational emissions during Phase 1 of operations, while the CBF plus hotel, commercial, and industrial office/warehouse scenario would have greater emissions during the remaining operational phases. In each case, the worst-case condition is analyzed for the purposes of air quality impacts. A detailed analysis of both scenarios is presented in the Air Quality and Global Climate Change Technical Report (Appendix B).

### Construction Emissions

The proposed project involves construction of the CBF and the additional development proposed for the site, which includes hotel, commercial/retail, and industrial office/warehouse uses. For the purpose of evaluating construction emissions, it is assumed that mass grading and major site preparation have been completed, and short-term emissions associated with construction of the project are only analyzed as a result of the remaining construction stages (i.e., finished grading, building installation, paving, and landscaping). Construction would be conducted in accordance with the phasing discussed in Chapter 3.0, *Project Description*. Based on the phasing schedule, it is assumed that the initial CBF (Phase 1) would be constructed by the year 2012; Phase 2 would be constructed by the year 2015 and project buildout would be completed by 2026.

Construction emissions were evaluated using the URBEMIS Model, Version 9.2.4 and construction equipment estimates based on default values in the model (emission factors from the ARB's OFFROAD model and the EMFAC2007 Model). Emission calculations were conducted assuming standard fugitive dust control measures would be implemented during construction, as required by the City pursuant to San Diego Municipal Code (SDMC) Section 142.0710. These measures include the following:

- Application of soil stabilizers to inactive areas
- Replacement of groundcover in disturbed areas as soon as possible
- Watering of exposed surfaces (including unpaved roads) a minimum of twice daily
- Control of dust during equipment and materials loading/unloading
- Reduction of speed on unpaved surfaces to 15 miles per hour (mph)

The project also would utilize low-VOC paints per the requirements of APCD Rule 67.0 for architectural coatings. A copy of the URBEMIS model run is included in Appendix B. Tables 5.4-4, *Phase 1 Estimated Worst-Case Construction Emissions*, through 5.4-6, *Buildout Estimated Worst-Case Construction Emissions*, summarize the estimated construction emissions for the worst-case scenario for all three phases of project construction (Phase 1, Phase 2 and buildout).

<b>Table 5.4-4                      PHASE 1 ESTIMATED WORST-CASE CONSTRUCTION EMISSIONS (lbs/day)</b>						
<b>Construction Source</b>	<b>VOC</b>	<b>NO<sub>x</sub></b>	<b>CO</b>	<b>SO<sub>x</sub></b>	<b>PM<sub>10</sub></b>	<b>PM<sub>2.5</sub></b>
<i>Fine Grading</i>						
Fugitive Dust	--	--	--	--	6.69	1.40
Off-Road Diesel	2.91	22.14	11.22	0.00	1.37	1.26
Worker Trips	0.04	0.08	1.37	0.00	0.01	0.01
<b>Total</b>	<b>2.95</b>	<b>22.22</b>	<b>12.59</b>	<b>0.00</b>	<b>8.07</b>	<b>2.67</b>
Significance Threshold	137	250	550	250	100	100
<b>Above Threshold?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>
<i>Building Construction</i>						
Building Construction Off-Road Diesel	7.17	38.75	23.81	0.00	3.02	2.78
Building Construction Vendor Trips	0.04	0.54	0.45	0.00	0.02	0.02
Building Construction Worker Trips	0.15	0.25	4.57	0.00	0.03	0.02
<b>Total</b>	<b>7.36</b>	<b>39.54</b>	<b>28.83</b>	<b>0.00</b>	<b>3.07</b>	<b>2.82</b>
Significance Threshold	137	250	550	250	100	100
<b>Above Threshold?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>
<i>Paving</i>						
Asphalt Offgassing	0.30	--	--	--	--	--
Paving Off-Road Diesel	4.54	27.29	15.38	0.00	2.43	2.24
Paving On-Road Diesel	0.06	0.89	0.30	0.00	0.04	0.03
Paving Worker Trips	0.07	0.12	2.29	0.00	0.02	0.01
<b>Total</b>	<b>4.97</b>	<b>28.30</b>	<b>17.97</b>	<b>0.00</b>	<b>2.49</b>	<b>2.28</b>
Significance Threshold	137	250	550	250	100	100
<b>Above Threshold?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>
<i>Architectural Coatings Use</i>						
Architectural Coating Offgassing	9.58	--	--	--	--	--
Architectural Coatings Worker Trips	0.01	0.01	0.25	0.00	0.00	0.00
<b>Total</b>	<b>9.59</b>	<b>0.01</b>	<b>0.25</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>
Significance Threshold	137	250	550	250	100	100
<b>Above Threshold?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>
<b>Maximum Simultaneous Construction Emissions<sup>1</sup></b>	<b>21.92</b>	<b>67.85</b>	<b>47.05</b>	<b>0.01</b>	<b>8.07</b>	<b>5.10</b>
Significance Threshold	137	250	550	250	100	100
<b>Above Threshold?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>

<sup>1</sup>Maximum simultaneous emissions for NO<sub>x</sub>, SO<sub>x</sub>, VOC, CO, and PM<sub>2.5</sub> occur during simultaneous building construction, paving, and architectural coatings use. Maximum simultaneous emissions for PM<sub>10</sub> occur during fine grading.

Source: SRA 2011

<b>Table 5.4-5 PHASE 2 ESTIMATED WORST-CASE CONSTRUCTION EMISSIONS (lbs/day)</b>						
<b>Construction Source</b>	<b>VOC</b>	<b>NO<sub>x</sub></b>	<b>CO</b>	<b>SO<sub>x</sub></b>	<b>PM<sub>10</sub></b>	<b>PM<sub>2.5</sub></b>
<i>Fine Grading</i>						
Fugitive Dust	--	--	--	--	3.76	0.79
Off-Road Diesel	3.73	29.35	16.37	0.00	1.58	1.45
Worker Trips	0.04	0.08	1.42	0.00	0.01	0.01
<b>Total</b>	<b>3.77</b>	<b>29.43</b>	<b>17.79</b>	<b>0.00</b>	<b>5.35</b>	<b>2.25</b>
Significance Threshold	137	250	550	250	100	100
<b>Above Threshold?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>
<i>Building Construction</i>						
Building Construction Off-Road Diesel	7.66	39.12	27.37	0.00	2.73	2.51
Building Construction Vendor Trips	1.14	14.40	10.86	0.03	0.67	0.55
Building Construction Worker Trips	0.59	0.99	18.64	0.02	0.15	0.08
<b>Total</b>	<b>9.39</b>	<b>54.51</b>	<b>56.87</b>	<b>0.05</b>	<b>3.55</b>	<b>3.14</b>
Significance Threshold	137	250	550	250	100	100
<b>Above Threshold?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>
<i>Paving</i>						
Asphalt Offgassing	0.47	--	--	--	--	--
Paving Off-Road Diesel	2.40	14.70	9.09	0.00	1.28	1.18
Paving On-Road Diesel	0.05	0.74	0.26	0.00	0.03	0.03
Paving Worker Trips	0.03	0.06	1.09	0.00	0.01	0.01
<b>Total</b>	<b>2.95</b>	<b>15.50</b>	<b>10.44</b>	<b>0.00</b>	<b>1.32</b>	<b>1.22</b>
Significance Threshold	137	250	550	250	100	100
<b>Above Threshold?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>
<i>Architectural Coatings Use</i>						
Architectural Coating Offgassing	35.17	--	--	--	--	--
Architectural Coatings Worker Trips	0.02	0.04	0.79	0.00	0.01	0.00
<b>Total</b>	<b>35.19</b>	<b>0.04</b>	<b>0.79</b>	<b>0.00</b>	<b>0.01</b>	<b>0.00</b>
Significance Threshold	137	250	550	250	100	100
<b>Above Threshold?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>
<b>Maximum Simultaneous Construction Emissions<sup>1</sup></b>	<b>47.53</b>	<b>70.05</b>	<b>68.10</b>	<b>0.05</b>	<b>5.35</b>	<b>4.36</b>
Significance Threshold	137	250	550	250	100	100
<b>Above Threshold?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>

<sup>1</sup>Maximum simultaneous emissions for NO<sub>x</sub>, SO<sub>x</sub>, VOC, CO, and PM<sub>2.5</sub> occur during simultaneous building construction, paving, and architectural coatings use. Maximum simultaneous emissions for PM<sub>10</sub> occur during fine grading.

Source: SRA 2011



Construction Source	VOC	NO <sub>x</sub>	CO	SO <sub>x</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
<i>Fine Grading</i>						
Fugitive Dust	--	--	--	--	4.00	0.84
Off-Road Diesel	2.24	14.72	13.91	0.00	0.67	0.62
Worker Trips	0.02	0.04	0.76	0.00	0.01	0.01
<b>Total</b>	<b>2.26</b>	<b>14.76</b>	<b>14.67</b>	<b>0.00</b>	<b>4.68</b>	<b>1.47</b>
Significance Threshold	137	250	550	250	100	100
<b>Above Threshold?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>
<i>Building Construction</i>						
Building Construction Off-Road Diesel	3.16	19.62	20.99	0.00	0.99	0.91
Building Construction Vendor Trips	0.59	5.56	6.15	0.03	0.35	0.25
Building Construction Worker Trips	0.29	0.52	10.52	0.02	0.16	0.08
<b>Total</b>	<b>4.04</b>	<b>25.70</b>	<b>37.66</b>	<b>0.05</b>	<b>1.50</b>	<b>1.24</b>
Significance Threshold	137	250	550	250	100	100
<b>Above Threshold?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>
<i>Paving</i>						
Asphalt Offgassing	0.11	--	--	--	--	--
Paving Off-Road Diesel	1.57	9.85	9.55	0.00	0.71	0.65
Paving On-Road Diesel	0.01	0.07	0.03	0.00	0.00	0.00
Paving Worker Trips	0.02	0.04	0.79	0.00	0.02	0.01
<b>Total</b>	<b>1.71</b>	<b>9.96</b>	<b>10.37</b>	<b>0.00</b>	<b>0.73</b>	<b>0.66</b>
Significance Threshold	137	250	550	250	100	100
<b>Above Threshold?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>
<i>Architectural Coatings Use</i>						
Architectural Coating Offgassing	37.41	--	--	--	--	--
Architectural Coatings Worker Trips	0.01	0.02	0.34	0.00	0.01	0.01
<b>Total</b>	<b>37.42</b>	<b>0.02</b>	<b>0.34</b>	<b>0.00</b>	<b>0.01</b>	<b>0.01</b>
Significance Threshold	137	250	550	250	100	100
<b>Above Threshold?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>
<b>Maximum Simultaneous Construction Emissions<sup>2</sup></b>	<b>43.17</b>	<b>35.68</b>	<b>48.37</b>	<b>0.05</b>	<b>4.68</b>	<b>1.91</b>
Significance Threshold	137	250	550	250	100	100
<b>Above Threshold?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>

<sup>1</sup>Although the CBF plus hotel, commercial, and industrial office/warehouse scenario would have greater VOC and CO emissions during buildout, emissions for the CBF plus industrial office/warehouse scenario are presented in their entirety as worst-case, for consistency. Refer to the Air Quality and Global Climate Change Technical Report (SRA 2011), presented in Appendix B, for additional emissions data.

<sup>2</sup>Maximum simultaneous emissions for NO<sub>x</sub>, SO<sub>x</sub>, VOC, CO, and PM<sub>2.5</sub> occur during simultaneous building construction, paving, and architectural coatings use. Maximum simultaneous emissions for PM<sub>10</sub> occur during fine grading.

Source: SRA 2011

As shown in Tables 5.4-4 through 5.4-6, the emissions associated with individual construction phases would be below the daily thresholds for all phases. Furthermore, due to the fact that the construction phase of the project is short-term, construction of the proposed project would not result in permanent emissions that would violate any air quality standard or contribute substantially to an existing or projected air quality violation. Consequently, short-term construction-related air quality impacts would be less than significant.

### Operational Emissions

The operational impacts associated with the proposed project would include emissions generated by vehicular traffic, as well as area sources such as energy use, landscaping, and maintenance architectural coatings use. Vehicular emissions are based on trip generation from the project Traffic Impact Analysis (TIA; LSA 2011).

Average daily trips for the ultimate development phase were estimated for the CBF plus hotel, commercial and industrial office/warehouse land use scenario consistent with the TIA, as depicted in Table 5.4-7, *Operational Vehicle Trips By Project Phase*. As noted in Table 5.4-7, a portion of the project ADT associated with the CBF would be diverted from the existing border crossings where passengers access the TIJ Airport through the San Ysidro and Otay Mesa ports of entry (POE). This diversion of passengers is recognized in the project market study as a unique characteristic of the CBF and reflects the ease of access to the TIJ Airport for airline passengers once the project is operational (SH&E 2009). According to traffic calculations, 30,701 of the 34,467 daily trips ultimately expected at buildout of the CBF development project would already contribute emissions to the SDAB as they use local freeways to travel across the border to the TIJ Airport. These trips would be diverted over time to the CBF once it becomes operational, with up to 14,736 trips diverted from the San Ysidro POE, 10,132 trips diverted from the Otay Mesa POE, and 5,833 trips diverted from the future Otay Mesa II POE (LSA 2010). Thus, for the purpose of calculating operational emissions, only the net ADT (i.e., the difference between total project trips and diverted trips) was modeled as new operational sources since the diverted trips would have already been contributing emissions to the air basin.

**Table 5.4-7  
 OPERATIONAL VEHICLE TRIPS BY PROJECT PHASE**

<b>Operational Phase</b>	<b>Cross-Border Facility ADT</b>	<b>Hotel/Commercial/Industrial ADT</b>	<b>Total ADT</b>	<b>Diverted ADT<sup>1</sup></b>	<b>Net ADT, CBF</b>	<b>Net ADT, Total Project</b>
Phase 1 – 65,000 SF facility	13,683	0	13,683	12,178	1,505	1,505
Phase 2 – 65,000 SF facility, 170 hotel rooms, 20,000 SF retail, gasoline station with food mart	20,292	4,360	24,652	18,060	2,232	6,592
Buildout – 95,000 SF facility, 340 hotel rooms, 40,000 SF retail, 402,000 SF industrial office/warehouse	34,467	12,404	46,871 <sup>2</sup>	30,701	3,766	16,170

<sup>1</sup> For Phases 1 and 2, it was assumed that diverted trips would be 89 percent of total CBF trips based on the percentage of trips diverted at buildout provided by LSA.

<sup>2</sup> This total ADT is 3,932 daily trips more as compared to the buildout condition for the CBF plus industrial warehouse/office scenario. Source: SRA 2011 (Land Development Strategies, Inc. 2011)

According to the *San Diego-Tijuana Airport Cross-Border Facility User Projections* (SH&E 2009), it is estimated that vehicle trips associated with the CBF would originate from the following areas in the southern California region: 39 percent from Los Angeles County, 20 percent from Orange County, 14 percent from San Diego County, 7 percent from San

Bernardino County, 5 percent from Riverside County, and 2 percent from Ventura County. The remaining 14 percent of trips would originate elsewhere in the region. Thus, it was assumed that trips associated with the remainder of the project may originate in other areas such as Imperial County and other points of origin. While the CBF would not increase the number of air passengers destined for Mexico, it may make traveling via TIJ Airport a more attractive option due to ease of border crossings, cheaper airfares, and increased predictability of border crossings, among other factors. Thus, in the future, air passengers who would have travelled via other airports within southern California to destinations in Mexico would have the option to travel out of TIJ Airport using the CBF.

To estimate net emissions within the SDAB attributable to passenger travel out of TIJ Airport via the CBF portion of the project, net mileages (or the difference between traveling to an airport within the local air basin versus traveling to the CBF in the SDAB to access TIJ Airport) for travelers from southern California were calculated, accounting for the fact that passengers originating in the Los Angeles area would use other airports in the South Coast Air Basin to access destinations in Mexico if the CBF were not available.

In addition, because the CBF would result in trips that would be diverted from the San Ysidro and Otay Mesa POE land border crossings, a net decrease in idling emissions would be attributable to the reduction in vehicles queuing at the border. Based on the San Ysidro POE project (GSA 2009), it is estimated that upon full buildout for the CBF, the queue time at the border, with the improved POE, would be 1.5 hours. Under current conditions, without the improved POE, wait times are slightly longer and are estimated at approximately 2 hours in the near term (GSA 2009); therefore, 1.5 hours was considered a conservative time for which a reduction in vehicle idling time would be attributed to the CBF portion of the proposed project. The net reduction in emissions due to elimination of idling time was taken into consideration for the proposed project by subtracting the emissions associated with diverted trips that would otherwise be idling at the border for an average of 1.5 hours per trip.

The total operational emissions associated with vehicle sources and area sources including energy use, landscaping, and architectural coatings use for maintenance purposes were estimated using the URBEMIS model, Version 9.2.4. Emissions associated with net project-generated traffic were calculated using the EMFAC2007 Model, which provides emission factors based on grams per vehicle mile traveled. Because the majority of the CBF trips would be considered to originate in the South Coast Air Basin, emission factors for that air basin were used to calculate vehicular emissions associated with the CBF. Emission factors for San Diego County were used for the remainder of the development.

Tables 5.4-8, *Phase 1 Estimated Worst-Case Operational Emissions*, through 5.4-10, *Buildout Estimated Worst-Case Operational Emissions*, present the results of the emission calculations, in lbs/day and tons/year, for each phase of the project development, along with a comparison with the City of San Diego significance criteria. Table 5.4-8 presents the Phase 1 worst-case operational emissions associated with the CBF plus industrial office/warehouse uses scenario, while Tables 5.4-9 and 5.4-10 present Phase 2 and project buildout worst-case operational emissions for the CBF plus hotel, commercial, and industrial office/warehouse scenario. The emissions represent the portion of emissions within the SDAB. Also presented are emissions

associated with operational Phases 1 and 2 that would occur concurrently with construction Phase 2 and project buildout. Based on the estimates of the emissions associated with worst-case project operations, the emissions of ROG, NO<sub>x</sub>, and CO would be above the City of San Diego's Significance Determination Thresholds by project buildout, and would therefore result in a significant long-term air quality impact (refer to Table 5.4-10 for details).

<b>Table 5.4-8 PHASE 1 ESTIMATED WORST-CASE OPERATIONAL EMISSIONS</b>						
<b>Emission Source</b>	<b>VOC/ ROG</b>	<b>NO<sub>x</sub></b>	<b>CO</b>	<b>SO<sub>x</sub></b>	<b>PM<sub>10</sub></b>	<b>PM<sub>2.5</sub></b>
Lbs/day <sup>1</sup> (SDAB)						
Natural Gas Combustion	0.03	0.43	0.36	0.00	0.00	0.00
Landscaping	0.12	0.02	1.55	0.00	0.01	0.01
Architectural Coatings	0.38	--	--	--	--	--
Vehicular Emissions – CBF	36.34	139.63	492.93	0.84	9.91	6.54
Vehicular Emissions – Remainder of Site	0.00	0.00	0.00	0.00	0.00	0.00
Emission Reduction (elimination of idling time at border crossing)	(11.28)	(20.34)	(83.77)	(0.52)	(5.96)	(4.95)
<b>TOTAL</b>	<b>25.59</b>	<b>119.74</b>	<b>411.07</b>	<b>0.32</b>	<b>3.96</b>	<b>1.60</b>
Significance Screening Criteria	137	250	550	250	100	55
<b><i>Above Screening Criteria?</i></b>	<b><i>No</i></b>	<b><i>No</i></b>	<b><i>No</i></b>	<b><i>No</i></b>	<b><i>No</i></b>	<b><i>No</i></b>
Simultaneous Worst-case Construction Emissions – Phase 2	47.53	70.05	68.10	0.05	5.35	4.36
Maximum Simultaneous Construction plus Operational Emissions	73.12	189.79	479.17	0.37	17.38	5.96
Significance Screening Criteria	137	250	550	250	100	55
<b><i>Above Screening Criteria?</i></b>	<b><i>No</i></b>	<b><i>No</i></b>	<b><i>No</i></b>	<b><i>No</i></b>	<b><i>No</i></b>	<b><i>No</i></b>
Tons/year (SDAB)						
Natural Gas Combustion	0.01	0.08	0.07	0.00	0.00	0.00
Landscaping	0.01	0.00	0.14	0.00	0.00	0.00
Architectural Coatings	0.07	--	--	--	--	--
Vehicular Emissions – CBF	6.64	25.50	89.97	0.15	1.81	1.19
Vehicular Emissions – Remainder of Site	0.00	0.00	0.00	0.00	0.00	0.00
Emission Reduction (elimination of idling time at border crossing)	(2.06)	(3.71)	(15.29)	(0.10)	(1.09)	(0.90)
<b>TOTAL</b>	<b>4.67</b>	<b>21.87</b>	<b>74.89</b>	<b>0.05</b>	<b>0.72</b>	<b>0.29</b>
Significance Screening Criteria	15	40	100	100	15	10
<b><i>Above Screening Criteria?</i></b>	<b><i>No</i></b>	<b><i>No</i></b>	<b><i>No</i></b>	<b><i>No</i></b>	<b><i>No</i></b>	<b><i>No</i></b>

<sup>1</sup>Maximum of summer and winter daily emissions  
 Source: SRA 2011

<b>Table 5.4-9 PHASE 2 ESTIMATED WORST-CASE OPERATIONAL EMISSIONS</b>						
<b>Emission Source</b>	<b>VOC/ ROG</b>	<b>NO<sub>x</sub></b>	<b>CO</b>	<b>SO<sub>x</sub></b>	<b>PM<sub>10</sub></b>	<b>PM<sub>2.5</sub></b>
Lbs/day <sup>1</sup> (SDAB)						
Natural Gas Combustion	0.20	2.80	2.35	0.00	0.00	0.00
Landscaping	0.61	0.10	7.73	0.00	0.03	0.03
Architectural Coatings <sup>2</sup>	1.47	--	--	--	--	--
Vehicular Emissions – CBF	48.29	162.64	628.83	1.26	14.18	9.16
Vehicular Emissions – Remainder of Site	71.53	102.86	489.24	0.75	8.61	5.68
Emission Reduction (elimination of idling time at border crossing)	(16.72)	(30.16)	(124.22)	(0.78)	(8.84)	(7.35)
<b>TOTAL</b>	<b>105.38</b>	<b>238.24</b>	<b>1003.93</b>	<b>1.23</b>	<b>13.99</b>	<b>7.52</b>
Significance Screening Criteria	137	250	550	250	100	55
<b><i>Above Screening Criteria?</i></b>	<b><i>No</i></b>	<b><i>No</i></b>	<b><i>Yes</i></b>	<b><i>No</i></b>	<b><i>No</i></b>	<b><i>No</i></b>
Simultaneous Worst-case Construction Emissions – Project Buildout	53.64	35.22	49.84	0.05	5.64	1.89
Maximum Simultaneous Construction plus Operational Emissions	159.02	273.46	1053.77	1.28	19.63	9.41
Significance Screening Criteria	137	250	550	250	100	55
<b><i>Above Screening Criteria?</i></b>	<b><i>Yes</i></b>	<b><i>Yes</i></b>	<b><i>Yes</i></b>	<b><i>No</i></b>	<b><i>No</i></b>	<b><i>No</i></b>
Tons/year (SDAB)						
Natural Gas Combustion	0.04	0.51	0.43	0.00	0.00	0.00
Landscaping	0.06	0.01	0.70	0.00	0.00	0.00
Architectural Coatings	0.27	--	--	--	--	--
Vehicular Emissions – CBF	8.81	29.68	114.76	0.23	2.59	1.67
Vehicular Emissions – Remainder of Site	13.05	18.77	89.29	0.14	1.57	1.04
Emission Reduction (elimination of idling time at border crossing)	(3.05)	(5.50)	(22.67)	(0.14)	(1.61)	(1.34)
<b>TOTAL</b>	<b>19.18</b>	<b>43.47</b>	<b>182.51</b>	<b>0.23</b>	<b>2.55</b>	<b>1.37</b>
Significance Screening Criteria	15	40	100	100	15	10
<b><i>Above Screening Criteria?</i></b>	<b><i>Yes</i></b>	<b><i>Yes</i></b>	<b><i>Yes</i></b>	<b><i>No</i></b>	<b><i>No</i></b>	<b><i>No</i></b>

<sup>1</sup>Maximum of summer and winter daily emissions

<sup>2</sup>Emissions from Architectural Coatings would be greater for the CBF plus industrial office/warehouse scenario, as detailed in Table 7b of the Air Quality and Greenhouse Gas Emissions Technical Report (Appendix B).

Source: SRA 2011

<b>Table 5.4-10                      BUILDOUT ESTIMATED WORST-CASE OPERATIONAL EMISSIONS</b>						
<b>Emission Source</b>	<b>VOC/ ROG</b>	<b>NO<sub>x</sub></b>	<b>CO</b>	<b>SO<sub>x</sub></b>	<b>PM<sub>10</sub></b>	<b>PM<sub>2.5</sub></b>
Lbs/day <sup>1</sup> (SDAB)						
Natural Gas Combustion	0.33	4.56	3.83	0.00	0.01	0.01
Landscaping	0.74	0.12	9.27	0.00	0.03	0.03
Architectural Coatings <sup>2</sup>	4.14	-	-	-	-	-
Vehicular Emissions – CBF	45.05	118.23	473.44	2.11	20.58	13.72
Vehicular Emissions – Remainder of Site	137.34	147.32	773.08	2.10	22.60	14.36
Emission Reduction (elimination of idling time at border crossing)	(28.43)	(51.27)	(211.18)	(1.32)	(15.03)	(12.49)
<b>TOTAL</b>	<b>159.17</b>	<b>218.96</b>	<b>1,048.44</b>	<b>2.89</b>	<b>28.19</b>	<b>15.63</b>
Significance Screening Criteria	137	250	550	250	100	55
<i><b>Above Screening Criteria?</b></i>	<i><b>Yes</b></i>	<i><b>No</b></i>	<i><b>Yes</b></i>	<i><b>No</b></i>	<i><b>No</b></i>	<i><b>No</b></i>
Tons/year (SDAB)						
Natural Gas Combustion	0.06	0.83	0.70	0.00	0.00	0.00
Landscaping	0.07	0.01	0.83	0.00	0.00	0.00
Architectural Coatings <sup>2</sup>	0.76	-	-	-	-	-
Vehicular Emissions – CBF	8.22	21.58	86.40	0.39	3.76	2.50
Vehicular Emissions – Remainder of Site	25.07	26.89	141.09	0.38	4.12	2.62
Emission Reduction (elimination of idling time at border crossing)	(5.19)	(9.36)	(38.54)	(0.24)	(2.74)	(2.28)
<b>TOTAL</b>	<b>28.99</b>	<b>39.95</b>	<b>190.48</b>	<b>0.53</b>	<b>5.14</b>	<b>2.84</b>
Significance Screening Criteria	15	40	100	100	15	10
<i><b>Above Screening Criteria?</b></i>	<i><b>Yes</b></i>	<i><b>No</b></i>	<i><b>Yes</b></i>	<i><b>No</b></i>	<i><b>No</b></i>	<i><b>No</b></i>

<sup>1</sup>Maximum of summer and winter daily emissions

<sup>2</sup>Emissions from Architectural Coatings would be greater for the CBF plus industrial office/warehouse scenario, as detailed in Table 7d of the Air Quality and Greenhouse Gas Emissions Technical Report (Appendix B).

Source: SRA 2011

As presented in Tables 5.4-8 through 5.4-10, maximum daily operational emissions would exceed the significance threshold for CO during Phase 2 and project buildout. Maximum daily operational emissions at buildout would also exceed the significance thresholds for VOC/ROG. Annual operational emissions would exceed the significance thresholds during Phase 2 and project buildout for CO and VOC/ROG. Phase 2 operational emissions would also exceed the annual significance threshold for NO<sub>x</sub>.

#### Concurrent Construction and Operational Emissions

Because the project would be constructed in three phases, it is likely that operational activities would overlap with phased construction activities. Therefore, the total proposed project emissions were estimated when construction and operational activities could substantially overlap. Phase 2 construction and Phase 1 operational activities would potentially overlap, and buildout construction would potentially overlap operations of Phase 2.

Tables 5.4-8 and 5.4-9 present the simultaneous worst-case construction and operational emissions. The combined Phase 2 construction and Phase 1 operational emissions would not exceed the significance thresholds for any criteria pollutant. The emissions of the simultaneous project buildout construction and Phase 2 operational activities would exceed the daily thresholds for ROG/VOC, NO<sub>x</sub> and CO. Therefore, air quality impacts associated with concurrent construction and operational emissions due to project phasing would be significant for these criteria pollutants during concurrent construction and operational phases.

### **Significance of Impacts**

Emissions of criteria pollutants generated by project construction activities would be below applicable thresholds and would not contribute substantially to an existing or projected air quality violation. Therefore, construction-related air quality impacts resulting from the project would be less than significant.

Operational emissions of ROG/VOC and CO would be above the City of San Diego's significance thresholds by project buildout, and would therefore result in a significant long-term air quality impact. Air quality impacts associated with concurrent construction and operational emissions due to project phasing would be significant for these same criteria pollutants, as well as NO<sub>x</sub> during Phase 2.

### **Mitigation, Monitoring, and Reporting**

No mitigation measures would be required for construction emissions as impacts would not occur due to the City's requirements to comply with SDMC Section 142.0710.

Emissions from project operations are mainly generated from vehicles associated with site activities. A main contributor to the emissions is the use of trucks and other vehicles to transport cargo associated with the industrial office/warehouse uses proposed on site. There are no measures that would reduce the number or types of trucks accessing the site because of the range permitted industrial uses and industrial nature of the proposed project. Future state regulations designed to address emissions from cargo trucks will reduce emissions from truck traffic, to the extent possible. Despite the reduction in idling time at the International border attributable to the proposed project, there are no feasible measures available to reduce long-term operational emissions since the primary source of such emissions is vehicles accessing the site, particularly the CBF component of the project, and the applicant has no control over the source. No regional transit is planned for the project area that would reduce the number of vehicles drawn to the project site; although connections to bus transit could reduce operational emissions, no new routes are planned at this time.

Energy efficiency measures will be required to be integrated into future buildings constructed on site as increasingly stringent requirements under state building standards (Title 24) are implemented. The energy efficiencies would reduce stationary source emissions from energy use; however, the contribution of emissions from energy use and other area sources would be minor in comparison with vehicle emissions (refer to Table 5.4-10).

For the reasons stated herein, significant and unavoidable impacts of regional air quality would occur as the project builds out.

#### **5.4.4 Impact**

##### **Issue 3: Would the project expose sensitive receptors to substantial pollutant concentrations?**

##### **Impact Thresholds**

According to the City's Significance Determination Thresholds, air quality impacts may be significant if the project would:

- Expose sensitive receptors to substantial pollutant concentrations including air toxics such as diesel particulates.

##### **Impact Analysis**

Sensitive receptors are typically defined as residences, schools, day care centers, hospitals, nursing homes, and other uses where sensitive individuals including children and the elderly may be present. With regard to construction toxic air contaminant emissions, both potential land use development scenarios are collectively addressed herein, with neither scenario having a significantly greater potential for exposure of sensitive receptors to substantial pollutant concentrations than the other given that both scenarios would generally involve the same amount of grading and construction activity. The CBF plus industrial office/warehouse use scenario would have a greater potential for operational emissions of air toxics, since this land use scenario would generate more truck traffic than a mix of hotel, commercial, and industrial office/warehouse uses; therefore, this scenario is considered worst case for operational air toxic contaminant emissions. Both potential land use development scenarios are collectively addressed with regard to CO hotspots.

##### **Construction Toxic Air Contaminants Emissions**

Project construction could result in minor amounts of toxic air contaminant (TAC) emissions, including diesel heavy equipment exhaust. Diesel particulate matter is not included as a criteria pollutant, but it is recognized by the state of California as a long-term toxicant containing carcinogenic compounds. The risks associated with exposure to substances with carcinogenic effects are typically evaluated based on a lifetime of chronic exposure, which is defined in the California Air Pollution Control Officers' Association (CAPCOA) Air Toxics "Hot Spots" Program Risk Assessment Guidelines (CAPCOA 1993) as 24 hours per day, 7 days per week, 365 days per year, for 70 years. Diesel particulate matter would be emitted from heavy equipment used in the construction process; however, due to the short-term nature of the construction of the project, and the lack of sensitive receptors in the project vicinity, exposure to diesel exhaust emissions during construction would be less than significant.



### Operational Toxic Air Contaminants Emissions

Mobile and on-site sources of TACs could include proposed land uses that involve the long-term use of heavy-duty diesel trucks. The project is designed as an industrial and/or multi-use development with a border crossing for pedestrian use only. The project would generate some truck traffic from the industrial office/warehouse uses. Diesel particulate matter is considered a chronic toxic air contaminant, and its potential health impacts are based on exposure for a lifetime (i.e., 70 years). Hotel occupants, which could include sensitive receptors, would not be located at the site for an extended period of time, and would therefore not be exposed to diesel emissions associated with the project for an extended period of time. Site workers are not considered sensitive receptors for the purposes of TACs. Emissions would not differ from truck traffic in the general area at this time. Project operations would therefore have a less than significant impact to sensitive receptors with regard to operational TAC emissions.

### Operational Carbon Monoxide Hot Spots

The ARB recommends evaluation of the potential for localized health effects of CO. Vehicle exhaust emissions can potentially cause a direct, localized “hotspot” impact in areas where project-related traffic could result in a degradation of the level of service at affected intersections to LOS E or F, and where sensitive receptors such as residences, commercial developments, schools, hospitals, etc., are located in the vicinity of the affected intersections or roadway segments.

The primary traffic impacts would be in the immediate vicinity of the project. There are no sensitive receptors located near intersections that are included in the study area. The project would therefore not result in localized health effects due to CO. No further analysis of CO “hotspots” is warranted.

### **Significance of Impact**

The project would result in less than significant construction-phase and operational TAC emission impacts. The proposed project would also not result in significant air quality impacts associated with CO “hot spots.”

### **Mitigation, Monitoring, and Reporting**

No mitigation measures would be required.

### 5.4.5 Impact

#### **Issue 4: Would the project's construction activities exceed 100 pounds per day of Particulate Matter (dust)?**

##### **Impact Thresholds**

According to the City's Significance Determination Thresholds, air quality impacts related to particulates may be significant if the project would:

- Release substantial quantities of air contaminants beyond the boundaries of the premises upon which the stationary source emitting the contaminants is located.

##### **Impact Analysis**

As shown in Tables 5.4-5 to 5.4-7, PM<sub>10</sub> construction emissions would be below the City's significant thresholds for all the phases of the project. While the potential land use scenario wherein the CBF is constructed in conjunction with industrial office/warehouse development would be the worst-case scenario with regard to PM<sub>10</sub> emissions beyond the stationary source boundaries during Phase 1, Phase 2, and project buildout, the CBF plus hotel, commercial, and industrial office/warehouse scenario would result in higher PM<sub>10</sub> emissions during project buildout. Both potential land use development scenarios are collectively addressed herein, as neither scenario would have a significantly greater potential for the release of substantial quantities of air contaminants beyond the project boundaries.

The project would include standard dust control measures, such as watering two times daily during ground work, in accordance with SDMC Section 142.0710. Similarly, Tables 5.4-8 through 5.4-10 show that operational emissions would not exceed the City's threshold of 100 lbs/day of particulate matter (specifically, PM<sub>10</sub>). Thus, the project construction-related and operational fugitive dust emissions would be less than significant.

##### **Significance of Impact**

The predicted level of emissions of PM<sub>10</sub> during the construction and operations of the proposed project would be below the City of San Diego's significance criteria as impacts would not occur due to the City's requirement that projects comply with SDMC Section 142.0710. Thus, the project construction-related and operational dust emissions would be less than significant.

##### **Mitigation, Monitoring, and Reporting**

No mitigation measures would be required.

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## 5.5 GREENHOUSE GAS EMISSIONS

This section provides an evaluation of potential climate change impacts associated with the proposed project's generation of greenhouse gas (GHG) emissions. The following discussion is based on the Air Quality and Global Climate Change Technical Report prepared by Scientific Resources Associated (SRA) in April 2011 (2011; Appendix B).

### 5.5.1 Existing Conditions

#### **Greenhouse Gas Background**

Global climate change (GCC) refers to changes in average climatic conditions on Earth, as a whole, including temperature, wind patterns, precipitation, and storms. Global temperatures are moderated by naturally occurring atmospheric gases that include water vapor, carbon dioxide (CO<sub>2</sub>), methane (CH<sub>4</sub>), and nitrous oxide (N<sub>2</sub>O), which are known as greenhouse gases (GHGs). In addition to the naturally occurring gases, man-made compounds such as hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF<sub>6</sub>) also act as GHGs. These gases allow solar radiation (sunlight) into the Earth's atmosphere, but prevent radiative heat from escaping, thus regulating the Earth's atmosphere. Emissions from human activities, such as electricity production and vehicle use, have elevated the concentration of these gases in the atmosphere.

GHGs have varying global warming potential (GWP). The GWP is the potential of a gas or aerosol to trap heat in the atmosphere; it is the "cumulative radiative forcing effect of a gas over a specified time horizon resulting from the emission of a unit mass of gas relative to a reference gas" (EPA 2006). The reference gas for GWP is CO<sub>2</sub>; therefore, CO<sub>2</sub> has a GWP of 1. The other main GHGs that have been attributed to human activity include CH<sub>4</sub>, which has a GWP of 21, and N<sub>2</sub>O, which has a GWP of 310.

The United Nations Intergovernmental Panel on Climate Change (IPCC) constructed several emission trajectories of GHGs needed to stabilize global temperatures and climate change impacts. The Panel concluded that a stabilization of GHGs at 400 to 450 ppm CO<sub>2</sub> equivalent concentration is required to keep global mean warming below 3.6° Fahrenheit (2° Celsius), which is assumed to be necessary to avoid dangerous climate change (Association of Environmental Professionals 2007).

The State of California GHG Inventory performed by the California ARB, compiled statewide anthropogenic (i.e., human) GHG emissions and sinks. It includes estimates for CO<sub>2</sub>, CH<sub>4</sub>, N<sub>2</sub>O, SF<sub>6</sub>, HFCs, and PFCs. The current inventory covers the years 1990 to 2008. Total GHG emissions in California were calculated at 425.3 millions of metric tons (MMT) CO<sub>2</sub>e for the year 1990 and 473.8 MMT CO<sub>2</sub>e for the year 2004. Data sources used to calculate this GHG inventory include California and federal agencies, international organizations, and industry associations. The calculation methodologies are consistent with guidance from the IPCC.

In addition to the State of California GHG Inventory, a more specific regional GHG inventory was prepared by the University of San Diego School of Law Energy Policy Initiative Center. This San Diego County Greenhouse Gas Inventory (SDCGHGI) is a detailed inventory that takes

into account the unique characteristics of the region in calculating emissions. The SDCGHI calculated GHG emissions for 1990, 2006, and projected 2020 emissions. Based on this inventory and the emission projections for the region, the study found that emissions of GHGs must be reduced by 33 percent below “business as usual” in order for San Diego County to achieve 1990 emission levels by the year 2020. “Business as usual”, or forecasted emissions, is defined as the emissions that would occur in the absence of Assembly Bill (AB) 32’s mandated reductions (refer to “Regulatory Setting” below). Construction of buildings using Title 24 building standards or the County’s 2006 building code would create “business as usual” emissions. Total GHG emissions in San Diego County for the year 2006 are estimated at 34 MMT CO<sub>2</sub>e.

## **Regulatory Setting**

### National and International Greenhouse Gas Legislation

International and federal legislation have been enacted to deal with GHG issues. In 1988, the United Nations and the World Meteorological Organization established the IPCC to assess the scientific, technical, and socioeconomic information relevant to understanding the scientific basis for human-induced climate change, its potential impacts, and options for adaptation and mitigation. The most recent reports of the IPCC have emphasized the scientific consensus that real and measurable changes to the climate are occurring, that they are caused by human activity, and that significant adverse impacts on the environment, the economy, and human health and welfare are unavoidable.

In October 1993, President Clinton announced his Climate Change Action Plan (CCAP), which had a goal of returning GHG emissions to 1990 levels by 2000. On March 21, 1994, the United States joined a number of countries around the world in signing the United Nations Framework Convention on Climate Change (UNFCCC). Under the UNFCCC, governments agreed to gather and share information on GHG emissions, national policies, and best practices; launch national strategies for addressing GHG emissions and adapting to expected impacts, including the provision of financial and technological support to developing countries; and cooperate in preparing for adaptation to the impacts of GHG emissions. Recently, the U.S. Supreme Court declared in the court case of *Massachusetts et al. vs. the Environmental Protection Agency et al.*, 549 C.S. 497 (2007) that the EPA does have the ability to regulate GHG emissions. In addition to the national and international efforts described above, many local jurisdictions have adopted climate change policies and programs.

On April 17, 2009, EPA issued its proposed endangerment finding for GHG emissions. On December 7, 2009, the EPA Administrator signed two distinct findings regarding greenhouse gases under section 202(a) of the Clean Air Act:

- *Endangerment Finding:* The Administrator finds that the current and projected concentrations of the six key well-mixed GHGs – CO<sub>2</sub>, CH<sub>4</sub>, N<sub>2</sub>O, HFCs, PFCs, and SF<sub>6</sub>— in the atmosphere threaten the public health and welfare of current and future generations.
- *Cause or Contribute Finding:* The Administrator finds that the combined emissions of these well-mixed GHGs from new motor vehicles and new motor vehicle engines contribute to the GHG pollution which threatens public health and welfare.

The endangerment findings do not themselves impose any requirements on industry or other entities. This action is, however, a prerequisite to finalizing the EPA's proposed GHG emission standards for light-duty vehicles, which were jointly proposed by EPA and the U.S. Department of Transportation's National Highway Safety Administration on September 15, 2009.

On March 10, 2009, in response to the FY2008 Consolidated Appropriations Act (H.R. 2764; Public Law 110-161), the EPA proposed a rule that requires mandatory reporting of GHG emissions from large sources in the U.S. The rule, which became effective December 29, 2009, would collect accurate and comprehensive emissions data to inform future policy decisions. The EPA is requiring suppliers of fossil fuels or industrial GHGs, manufacturers of vehicles and engines, and facilities that emit 25,000 metric tons (MT) or more per year of GHG emissions to submit annual reports to EPA. The gases covered by the proposed rule are CO<sub>2</sub>, CH<sub>4</sub>, N<sub>2</sub>O, HFC, PFC, SF<sub>6</sub>, and other fluorinated gases, including nitrogen trifluoride (NF<sub>3</sub>) and hydrofluorinated ethers (HFE).

The federal Corporate Average Fuel Economy (CAFE) standard determines the fuel efficiency of certain vehicle classes in the U.S. In 2007, as part of the Energy and Security Act of 2007, CAFE standards were increased for new light-duty vehicles to 35 miles per gallon by 2020. In May 2009, President Obama announced plans to increase CAFE standards to require light-duty vehicles to meet an average fuel economy of 35.5 miles per gallon by 2016. On April 1, 2010, the U.S. Department of Transportation and the EPA established historic new federal rules that set the first-ever national GHG emissions standards and will significantly increase the fuel economy of all new passenger cars and light trucks sold in the U.S. The standards set a requirement to meet an average fuel economy of 34.1 miles per gallon by 2016.

### State Regulations and Standards

#### *Assembly Bill 32, the California Global Warming Solutions Act of 2006*

In September 2006, Governor Schwarzenegger signed California AB 32, the global warming bill, into law. AB 32 directs the ARB to do the following:

- Make publicly available a list of discrete early action GHG emission reduction measures that can be implemented prior to the adoption of the statewide GHG limit and the measures required to achieve compliance with the statewide limit.
- Make publicly available a GHG inventory for the year 1990 and determine target levels for 2020.
- On or before January 1, 2010, adopt regulations to implement the early action GHG emission reduction measures.
- On or before January 1, 2011, adopt quantifiable, verifiable, and enforceable emission reduction measures by regulation that will achieve the statewide GHG emissions limit by 2020, to become operative on January 1, 2012, at the latest. The emission reduction measures may include direct emission reduction measures, alternative compliance

mechanisms, and potential monetary and non-monetary incentives that reduce GHG emissions from any sources or categories of sources that ARB finds necessary to achieve the statewide GHG emissions limit.

- Monitor compliance with and enforce any emission reduction measure adopted pursuant to AB 32.

AB 32 required that by January 1, 2008, ARB determine what the statewide GHG emissions level was in 1990, and approve a statewide GHG emissions limit that is equivalent to that level, to be achieved by 2020. ARB adopted its Scoping Plan in December 2008, which provided estimates of the 1990 GHG emissions level and identified sectors for the reduction of GHG emissions. The ARB has estimated that the 1990 GHG emissions level was 427 MMT net CO<sub>2</sub>e (ARB 2007b). The ARB estimates that a reduction of 173 MMT net CO<sub>2</sub>e emissions below business-as-usual would be required by 2020 to meet the 1990 levels (ARB 2007b).

#### *Senate Bill 97*

Senate Bill 97, enacted in 2007, amends the CEQA statute to clearly establish that GHG emissions and the effects of GHG emissions are appropriate subjects for CEQA analysis. It directs OPR to develop draft CEQA guidelines “for the mitigation of greenhouse gas emissions or the effects of greenhouse gas emissions” by July 1, 2009 and directs the Resources Agency to certify and adopt the CEQA guidelines by January 1, 2010.

The Governor’s Office of Planning and Research (OPR) published a technical advisory on CEQA and Climate Change on June 19, 2008. The guidance did not include a suggested threshold. The OPR does recommend that CEQA analyses include identification of greenhouse gas emissions, determination of significance, and mitigation of impacts. In April 2009, the OPR published its proposed revisions to CEQA to address GHG emissions. The amendments to CEQA indicate the following:

- Climate action plans and other greenhouse gas reduction plans can be used to determine whether a project has significant impacts, based upon its compliance with the plan.
- Local governments are encouraged to quantify the greenhouse gas emissions of proposed projects, noting that they have the freedom to select the models and methodologies that best meet their needs and circumstances. The section also recommends consideration of several qualitative factors that may be used in the determination of significance, such as the extent to which the given project complies with state, regional, or local GHG reduction plans and policies. OPR does not set or dictate specific thresholds of significance. Consistent with existing CEQA Guidelines, OPR encourages local governments to develop and publish their own thresholds of significance for GHG impacts assessment.
- When creating their own thresholds of significance, local governments may consider the thresholds of significance adopted or recommended by other public agencies, or recommended by experts.

- New amendments include guidelines for determining methods to mitigate the effects of greenhouse gas emissions in Appendix F of the CEQA Guidelines.
- OPR is clear to state that “to qualify as mitigation, specific measures from an existing plan must be identified and incorporated into the project; general compliance with a plan, by itself, is not mitigation.”
- OPR’s emphasizes the advantages of analyzing GHG impacts on an institutional, programmatic level. OPR therefore approves tiering of environmental analyses and highlights some benefits of such an approach.
- EIRs must specifically consider a project's energy use and energy efficiency potential.

On July 3, 2009, the California Natural Resources Agency published proposed amendment of regulations based on OPR’s proposed revisions to CEQA to address GHG emissions. On that date, the Natural Resources Agency commenced the Administrative Procedure Act rulemaking process for certifying and adopting these amendments pursuant to Public Resources Code section 21083.05. Having reviewed and considered all comments received, on December 30, 2009, the Natural Resources Agency adopted the proposed amendments to the state CEQA guidelines in the California Code of Regulations. The amendments were formally adopted on March 18, 2010.

#### *Executive Order S-3-05*

Executive Order S-3-05, signed by Governor Schwarzenegger on June 1, 2005, calls for a reduction in GHG emissions to 1990 levels by 2020 and for an 80 percent reduction in GHG emissions by 2050. Executive Order S-3-05 also calls for the California EPA (CalEPA) to prepare biennial science reports on the potential impact of continued GCC on certain sectors of the California economy. The first of these reports, “Our Changing Climate: Assessing Risks to California”, and its supporting document “Scenarios of Climate Change in California: An Overview” were published by the California Climate Change Center in 2006.

#### *Executive Order S-21-09*

Executive Order S-21-09, enacted by the Governor on September 15, 2009, requires that the ARB, under its AB 32 authority, adopt a regulation by July 31, 2010 that sets a 33 percent renewable energy target as established in Executive Order S-14-08. Under Executive Order S-21-09, the ARB will work with the Public Utilities Commission and California Energy Commission (CEC) to encourage the creation and use of renewable energy sources, and will regulate all California utilities. The ARB will also consult with the Independent System Operator and other load balancing authorities on the impacts on reliability, renewable integration requirements, and interactions with wholesale power markets in carrying out the provisions of the executive order. The order requires the ARB to establish highest priority for those resources that provide the greatest environmental benefits with the least environmental costs and impacts on public health.



### *California Code of Regulations, Title 24*

Although not originally intended to reduce GHG emissions, 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 standards have been updated periodically to allow consideration and possible incorporation of new energy efficiency technologies and methods. The 2008 Title 24 Standards went into effect January 1, 2010, and are anticipated to increase energy efficiency by 15 percent above 2005 Title 24 levels, thereby reducing GHG emissions from energy use by 15 percent (Eden 2009). Energy efficient buildings require less electricity, natural gas, and other fuels. Electricity production from fossil fuels and on-site fuel combustion (typically for water heating) results in GHG emissions. Therefore, increased energy efficiency results in decreased GHG emissions.

### *State Standards Addressing Vehicular Emissions*

California AB 1493 (Pavley) enacted on July 22, 2002, required the ARB to develop and adopt regulations that reduce GHGs emitted by passenger vehicles and light duty trucks. These regulations, applicable to 2009 and later model year vehicles, are estimated by ARB to reduce climate change emissions from light duty passenger vehicle fleet by an estimated 18 percent in 2020 and by 27 percent in 2030 (AEP 2007). Once implemented, emissions from new light-duty vehicles are expected to be reduced in San Diego County by 21 percent by 2020. The ARB has adopted amendments to the Pavley regulations that reduce GHG emissions in new passenger vehicles from 2009 through 2016. The amendments, approved by the ARB on September 24, 2009, are part of California's commitment toward a nation-wide program to reduce new passenger vehicle GHGs from 2012 through 2016. ARB's September amendments will cement California's enforcement of the Pavley rule starting in 2009 while providing vehicle manufacturers with new compliance flexibility. The amendments will also prepare California to harmonize its rules with the federal rules for passenger vehicles. It is expected that the Pavley regulations will reduce GHG emissions from California passenger vehicles by about 22 percent in 2012 and about 30 percent in 2016, all while improving fuel efficiency and reducing motorists' costs.

### *Executive Order S-01-07*

Executive Order S-01-07 was enacted by Governor Schwarzenegger on January 18, 2007. Essentially, the order mandates the following: 1) that a statewide goal be established to reduce the carbon intensity of California's transportation fuels by at least 10 percent by 2020; and 2) that a Low Carbon Fuel Standard (LCFS) for transportation fuels be established for California. It is assumed that the effects of the LCFS would be a 10 percent reduction in GHG emissions from fuel use by 2020. On April 23, 2009, the ARB adopted regulations to implement the LCFS.

### *Senate Bill 375*

Senate Bill 375 requires that regions within the state which have a metropolitan planning organization must adopt a sustainable communities strategy as part of their regional transportation plans. The strategy must be designed to achieve certain goals for the reduction of

GHG emissions. The bill finds that GHG from autos and light trucks can be substantially reduced by new vehicle technology, but even so “it will be necessary to achieve significant additional greenhouse gas reductions from changed land use patterns and improved transportation. Without improved land use and transportation policy, California will not be able to achieve the goals of AB 32.” SB 375 provides that new CEQA provisions be enacted to “encourage developers to submit applications and local governments to make land use decisions that will help the state achieve its goals under AB 32,” and that “current planning models and analytical techniques used for making transportation infrastructure decisions and for air quality planning should be able to assess the effects of policy choices, such as residential development patterns, expanded transit service and accessibility, the walkability of communities, and the use of economic incentives and disincentives.”

On June 30, 2010, ARB staff issued the *Draft Regional Greenhouse Gas Emission Reduction Targets For Automobiles And Light Trucks Pursuant To Senate Bill 375*. With respect to the SANDAG region, within which the project site is located, ARB staff proposed a draft reduction target of 5 to 10 percent for 2020, and a placeholder reduction target of 5 to 19 percent for 2035. The emissions reduction will be measured relative to 2005 levels and as a percent reduction in per capita emissions associated with passenger vehicles and light trucks. Of note, the proposed reduction targets explicitly exclude emission reductions expected from the AB 1493 and low carbon fuel standard regulations.

### Local Regulations

There are no local regulations that have been promulgated to control GHG emissions; however, both the City of San Diego and SANDAG have adopted policies and standards to reduce emissions in the area.

The City of San Diego first adopted climate change policies in its *City of San Diego Climate Protection Action Plan* (City of San Diego 2005). That plan identified sources of GHGs within the City and identified policies and developed recommendations to reduce GHG emissions. The City of San Diego’s General Plan (City of San Diego 2008) addresses climate change in the Conservation Element of the plan. Policies that address local GHG mitigation strategies in San Diego are integrated within the General Plan, and applicable to development projects. Together, this collection of policies support and promote the adopted recommendations outlined in the City’s Climate Protection Action Plan.

SANDAG’s Climate Action Strategy is a guide for SANDAG on climate change policy. The Strategy identifies a range of potential policy measures for consideration as SANDAG updates long-term planning documents like the Regional Transportation Plan and Regional Comprehensive Plan, and as local jurisdictions update their General Plans and other community plans. The goals of the Climate Action Strategy include the reduction of vehicle miles traveled and use of alternatives modes of transportation.

## 5.5.2 Impact

**Issue 1: Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?**

**Issue 2: Would the project conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?**

### **Impact Thresholds**

The City's Significance Determination Thresholds do not identify quantitative thresholds for determining significance of GHG emissions. For the purpose of determining significance, the analysis below is based on guidance contained in Appendix G of the State CEQA Guidelines. Specific guidance on addressing GHG emissions is included in the latest adopted amendments to the State CEQA Guidelines (adopted in December 2009), which became effective on March 18, 2010. Based on Appendix G of the State CEQA Guidelines, GHG emission impacts would be significant if the project would:

- Generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment; and/or
- Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs.

In order to serve as a guide for determining when a project triggers the need for a GHG significance determination, the City of San Diego has established an interim screening threshold for GHG emission analysis. Based on guidance in the CAPCOA report "CEQA & Climate Change," dated January 2008, the City's memorandum entitled "Addressing Greenhouse Gas Emissions from Projects Subject to CEQA" (City of San Diego 2010) utilizes a screening threshold of 900 metric tons of CO<sub>2</sub>e as a conservative threshold for requiring further analysis of GHG emissions. Projects with emissions above the 900-metric ton threshold are required to evaluate whether emissions can be reduced below "business as usual" levels. The City has proposed a target of 28.35 percent below "business as usual" as its significance threshold, based on the California ARB's Scoping Plan and year 2020 "business as usual" forecast model, which represents the GHG emissions that would be expected to occur without any GHG project reducing features or mitigation as mandated under AB 32.

In addition, the project's consistency with applicable plans, policies, and regulations adopted for the purpose of reducing the emissions of GHGs has been evaluated. Applicable state and federal plans, policies, and regulations that are currently in effect are discussed under Regulatory Setting above. The City has adopted policies in both its *Climate Protection Action Plan* and General Plan that directly address GHG emissions, setting a goal of a 15-percent reduction in GHG emissions by 2010. The City identified various sectors that contribute to GHG emissions, and actions to reduce those emissions to meet the goals of AB 32.

These are interim thresholds and nonetheless, a good faith effort has been made to evaluate whether GHG impacts from the project are potentially significant, taking into account the type

and location of the proposed development, the best available scientific data regarding GHG emissions, and the current statewide goals and strategies for the reduction of GHG emissions. It is important to note that the San Diego APCD has not provided any guidance on the quantification of GHG emissions or emissions thresholds for the San Diego Region, nor has the City of San Diego adopted any plan, policy, or regulation governing GHG emissions to date.

## **Impact Analysis**

GHG emissions associated with the CBF development project are attributable to four categories of emissions: (1) construction; (2) energy use, including electricity and natural gas usage; (3) water consumption; and (4) transportation. This analysis includes a baseline estimate assuming Title 24-compliant buildings (as of 2008), which is considered business as usual based on the ARB's Scoping Plan and its definition of "business as usual" for the state of California. Emissions were estimated based on emission factors from the California Climate Action Registry General Reporting Protocol, which presents emissions based on "business as usual" assumptions (CCAP 2009).

The potential land use scenario wherein the CBF is constructed in conjunction with industrial office/warehouse development is the focus of the construction GHG emissions analysis. This scenario would result in increased emissions from heavy construction equipment, truck traffic, and worker trips during construction over the CBF plus hotel, commercial, and industrial office/warehouse scenario. The CBF plus hotel, commercial, and industrial office/warehouse scenario would require greater energy use and water consumption, and would have more net trips than the CBF plus industrial office/warehouse scenario; thus, it is analyzed as the worst-case scenario for the operational GHG emissions analysis given its greater potential for producing emissions that could affect global climate change.

The complete emissions inventory is summarized below and included in Appendix B. It should be noted that impacts from GHG emissions are cumulative in nature, as the impacts are on a global basis rather than on a regional or local basis. Project compliance with the City General Plan Conservation Element policies pertaining to GHG and global climate change is provided in Table 5.1-1. As noted in that table, the project would comply with the applicable General Plan policies, including Policy CE-A.5 and CE-A.7 through CE-A.12.

### Construction Greenhouse Gas Emissions

Construction GHG emissions include emissions from heavy construction equipment, truck traffic, and worker trips. Emissions were calculated using the URBEMIS Model, Version 9.2.4, for completed and proposed construction. The URBEMIS Model contains emission factors from the OFFROAD2007 model for heavy construction equipment (CARB 2007), and from the EMFAC2007 model for on-road vehicles. Table 5.5-1, *Worst-Case Construction GHG Emissions*, presents a summary of construction GHG emissions for project construction activities.

**Table 5.5-1  
 WORST-CASE CONSTRUCTION GHG EMISSIONS<sup>1</sup>**

<b>Construction Phase</b>	<b>CO<sub>2</sub> Emissions (Metric Tons per Year)</b>	<b>CO<sub>2</sub>e Emissions, Amortized Over 30 Years, Metric Tons</b>
Phase 1 Construction	810	27
Phase 2 Construction	1,587	53
Project Buildout Construction	2,551	85
<b>TOTAL</b>	<b>4,948</b>	<b>165</b>

<sup>1</sup> Worst-case construction GHG emissions would occur under the CBF/Industrial land use scenario; the CBF/Hotel/Retail/Industrial land use scenario would produce 142 metric tons when amortized over 30 years (Appendix B).  
 Source: SRA 2011

GHG emissions generated during project construction would be temporary and limited to the construction phases of the project. Construction of the proposed project would emit approximately 810 MT per year during Phase 1, 1,587 MT per year during Phase 2, and 2,551 MT per year through project buildout, for a total of approximately 4,948 MT per year under worst-case conditions. Per SCAQMD recommendations for evaluating construction-related GHG emissions under CEQA (SCAQMD 2008), the City recommends that the construction GHG emissions be amortized over 30 years to account for their contribution to project lifetime GHG emissions. Amortized over 30 years, the proposed construction activities would contribute a total of 165 MT per year of CO<sub>2</sub> emissions under worst-case conditions.

Operational Greenhouse Gas Emissions

*Energy Use*

Energy use generates GHG through emissions from power plants that generate electricity as well as emissions from natural gas usage at the facility itself.

Electricity usage for the CBF development project was calculated based on estimated annual rates of 13.63 kWh/SF for general commercial uses. Electricity usage rates from the retail, industrial, and hotel space were projected based on estimated annual rates of 14.06 kWh/SF for retail space, 4.45 kWh/SF for the light industrial/warehouse space, and 12.13 kWh/SF for the hotel. Emissions of GHG were then calculated using emission factors from the California Climate Action Registry General Reporting Protocol (CCAP 2009), which provide an estimate of pounds of emissions for a given amount of annual electricity usage. Likewise, natural gas usage was estimated based on estimated annual natural gas consumption of 0.26 therms per SF for the CBF, 0.21 therms per SF for the industrial/warehouse space, 0.05 therms per SF for the retail space, and 0.42 therms per SF for the hotel space (Itron 2006).

*Water Consumption*

Water use and energy use are often closely linked. The provision of potable water to commercial and residential consumers requires large amounts of energy associated with five stages: (1) source and conveyance, (2) treatment, (3) distribution, (4) end use, and (5) wastewater treatment. This inventory estimated that delivered water for the project will have an embodied

energy of 3,519 kWh/acre foot or 0.0108 kWh/gallon (Wilkinson and Wolfe 2005). Water usage for the entire CBF development under the worst-case scenario is estimated at 88,000 gallons per day, or a total of 32,120,000 gallons per year based on the calculations presented to Otay Water District (OWD) for the Water Supply Assessment (PBS&J 2011). No GHG credit is taken for the probable future use of reclaimed water; refer to Section 5.8, *Public Utilities*, for discussion of the use of reclaimed water.

### *Transportation*

According to the CEC (CEC 2006), transportation accounts for approximately 41 percent of California's 2004 greenhouse gas emissions. The project's mobile-source GHG emissions were estimated based on the projected ADTs from the Traffic Impact Study. The Traffic Impact Analysis indicated that the total buildout ADT generated by the CBF portion of the development would be 34,467; however, 30,701 of these trips are already traveling to TIJ Airport through the San Ysidro or Otay Mesa border crossings. As noted in Section 5.4, *Air Quality*, these trips are already occurring and do not represent new trips, or new GHG emissions within the SDAB, associated with the project. The only new trips associated with the project are associated with increased border crossings at the CBF, and additional non-CBF uses at the site. Thus, the net trips associated with the CBF would be 3,766 ADT. The estimated worst-case ADT for the remaining uses at the CBF site (i.e., hotel, commercial, and industrial office/warehouse uses) would be 12,406 ADT for a total net project ADT of 16,172 daily trips, of which 193 trips would be internal trips. Emissions from these vehicles under "business as usual" conditions were calculated using the EMFAC2007 model. The EMFAC2007 model does not take into account any of the GHG reduction measures proposed by the state or federal government.

The results of the inventory for operational emissions for business as usual are presented in Table 5.5-2, *Summary of Estimated Worst-Case Operational GHG Emissions Under Business As Usual Conditions*. As shown in Table 5.5-2, estimated project-related operational GHG emissions under business as usual conditions are 100,066 MT of CO<sub>2</sub>e emissions per year.

Emission Source	Annual Emissions (Metric Tons/Year)			
	CO <sub>2</sub>	CH <sub>4</sub>	N <sub>2</sub> O	CO <sub>2</sub> e
Electricity Use	1,875	0.078	0.021	1,883
Natural Gas Use	988	0.019	0.0019	989
Water Use	114	0.0048	0.0013	114
Amortized Construction Emissions <sup>1</sup>	142	-	-	142
CBF Vehicle Emissions	60,238	1.68	3.58	61,383
Retail/Industrial/Hotel Vehicle Emissions	34,812	1.14	2.32	35,555
<b>Total</b>	<b>98,169</b>	<b>2.92</b>	<b>5.92</b>	<b>100,066</b>
Global Warming Potential Factor	<b>1</b>	<b>21</b>	<b>310</b>	
CO <sub>2</sub> Equivalent Emissions	98,169	61	1,835	100,066
<b>TOTAL CO<sub>2</sub> Equivalent Emissions</b>	<b>100,066</b>			

<sup>1</sup>The worst-case operational GHG emissions shown are for the CBF plus hotel, commercial, and industrial office/warehouse scenario, which would result in greater total CO<sub>2</sub>e emissions than the CBF plus industrial office/warehouse scenario; however, the amortized construction emissions would be worse for the CBF plus industrial office/warehouse scenario. Refer to Appendix B for an analysis of each scenario.  
 Source: SRA 2011

### Greenhouse Gas Emissions Reduction Measures

The CBF development project would comply with state and Federal programs that are designed to improve energy efficiency. In addition, emissions from vehicles, which are the main source of operational GHG emissions associated with the CBF, would be reduced through implementation of the state Pavley standards, the federal CAFE standards, and the state LCFS. To estimate the effectiveness of implementing some of the measures, the following scenario was assumed:

- Project applicant would comply with Title 24 as of 2008, which would result in the project's exceeding Title 24 energy efficiency standards (as of 2005) by 15 percent.

As discussed above, Governor Schwarzenegger signed Executive Order S-01-07 with the goals of reducing carbon intensity in fuels by 10 percent by the year 2020 and establishing a LCFS for California. The U.S. Congress has recently adopted legislation to require Corporate Average Fuel Economy (CAFE) standards to reach 35.5 miles per gallon (mpg) by the year 2016. The SDCGHGI assumed a 20 percent reduction in vehicle emissions due to implementation of the Pavley/CAFE standards and a 10 percent reduction in vehicle emissions due to the LCFS. According to the SDCGHGI, vehicle hybridization/efficiency programs will reduce GHG emissions by an additional three percent.

Indirect emissions from electricity use would be further reduced through implementation of the renewable portfolio standard and replacement of the Boardman Contract, which would disallow purchases of electricity from coal-fired power plants. California's renewable portfolio standard requires the three investor-owned utilities to provide at least 20 percent of energy supplies from renewable sources by 2010. According to the Public Utilities Commission, California's three major utilities supplied, on average, 13 percent of their 2006 retail electricity sales with renewable power. SDG&E currently supplies about 6 percent of its sales with renewable energy.

The CEC’s Integrated Energy Policy Report for 2007 recommends increasing the renewable portfolio standard to 33 percent by 2020. The California Renewable Portfolio Standard was signed into law by Gov. Brown on February 15, 2011 as Senate Bill X1-2. The law requires investor-owned utilities (IOUs) and energy service providers (ESPs) to increase existing such that at least 33 percent of retail sales are procured from renewable energy resources by December 21, 2020. This is known as the Renewable Portfolio Standard (RPS). It is assumed that the RPS will be fully implemented, at 33 percent renewable, by the time the project is fully built out and occupied. The Boardman Contract is a contract between SDG&E and Portland General Electric in Oregon to purchase energy from the Boardman Power Plant, which uses coal to generate electricity. Fuel type is the main factor in determining the level of GHG emissions from electricity generation. Coal is the most carbon-intensive fuel used to generate electricity for large-scale use. The contract is set to expire in 2013. Replacing energy generated by the Boardman plant with energy from a state-of-the-art, combined-cycle natural gas power plant would yield significant net GHG emissions reductions (USD EPIC 2008). Based on the SDCGHGI, these measures would reduce GHG emissions from electricity use by approximately 27 percent and 0.3 percent, respectively.

The results of the GHG inventory for emissions with implementation of GHG reduction measures are presented in Table 5.5-3, *Summary of Estimated Worst-Case Operational GHG Emissions With GHG Reduction Measures*. As shown in Table 5.5-3, project operational GHG emissions would meet the goal of reducing operational emissions by more than 28.35 percent. The proposed project would therefore be consistent with the goals of AB 32 and would not result in a significant impact on global climate.

<b>Emission Source</b>	<b>Annual Emissions (Metric tons/year)</b>			
	<b>CO<sub>2</sub></b>	<b>CH<sub>4</sub></b>	<b>N<sub>2</sub>O</b>	<b>CO<sub>2</sub>e</b>
Electricity Use	1,163	0.049	0.013	1,168
Natural Gas Use	840	0.0158	0.0016	840
Water Use	83	0.0034	0.0009	84
Amortized Construction Emissions <sup>1</sup>	142	-	-	142



<b>Table 5.5-3 (cont.) SUMMARY OF ESTIMATED WORST-CASE OPERATIONAL GHG EMISSIONS WITH GHG REDUCTION MEASURES</b>				
<b>Emission Source</b>	<b>Annual Emissions (Metric tons/year)</b>			
	<b>CO<sub>2</sub></b>	<b>CH<sub>4</sub></b>	<b>N<sub>2</sub>O</b>	<b>CO<sub>2</sub>e</b>
CBF Vehicle Emissions	42,167	1.18	2.51	42,968
Retail/Industrial/Hotel Vehicle Emissions	24,368	0.798	1.624	24,889
<b>Total</b>	<b>68,763</b>	<b>2.05</b>	<b>4.15</b>	<b>70,091</b>
Global Warming Potential Factor	<b>1</b>	<b>21</b>	<b>310</b>	
CO <sub>2</sub> Equivalent Emissions	68,763	43	1,287	70,091
<b>TOTAL CO<sub>2</sub> Equivalent Emissions</b>	<b>70,091<sup>2</sup></b>			
<b>Business as Usual CO<sub>2</sub> Equivalent Emissions</b>	<b>100,066</b>			
<b>Percent Reduction from Business as Usual</b>	<b>29.96%</b>			

<sup>1</sup>The worst-case operational GHG emissions shown are for the CBF plus hotel, commercial, and industrial office/warehouse scenario, which would result in greater total CO<sub>2</sub>e emissions than the CBF plus industrial office/warehouse scenario; however, the amortized construction emissions would be worse for the CBF plus industrial office/warehouse scenario. Refer to Appendix B for an analysis of each scenario.

<sup>2</sup>Should the Boardman Contract between SDG&E and Portland General Electric (described above) not be renewed, project-related GHG emissions would be 0.3% higher than estimated in this table; however, the percent reduction from “business as usual” upon implementation of the proposed GHG reduction measures would still be higher than the 28.3% reduction required to comply with AB32.

Source: SRA 2011

### *Project Design Features*

It is not possible to determine an individual project’s actual impact on the global climate; however, permanent facilities such as those proposed on site, have the greatest likelihood for influencing global climate change. Specific reductions in GHG emissions are not quantifiable; however, in addition to the GHG reduction achieved with state and federal programs, the proposed project would implement a number of GHG reduction measures during both construction of the project and in the project design itself that would further reduce long-term emissions over the life of the project. These measures include the following project features that are discussed further in Table 5.1-1 of this report, under the Climate Change and Sustainable Development Goals policy evaluation for the Conservation Element of the City General Plan:

#### Construction:

- Minimizing equipment and truck idling

#### Operations:

- Employ sustainable or “green” building techniques
- Glazing would primarily be located on the east and north elevations
- Trees would be installed to shade the structure on the west and south sides
- Water-efficient landscaping and weather based irrigation controllers
- Installation of water-saving irrigation systems and use of drought-tolerant plants and recycled water where feasible

- Bike racks/parking
- Bus, van, and taxi drop-off opportunities
- Materials that have recycled content, or are derived from sustainable or rapidly renewable sources to the extent possible
- Cool roofing materials, such as reflective, low heat retention tiles, membranes and coatings, or vegetated eco-roofs to reduce heat build-up

Because they are not quantifiable, the reductions attributable to the implementation of the measures listed above have not been included in the final GHG reduction total of 29.96 percent for the worst-case operational GHG emissions. Due to state and Federal vehicle GHG emission reduction programs, the CBF development project would result in a net decrease below “business as usual” emissions that would be consistent with the goals of California’s AB 32, and by extension would result in a less than significant contribution to statewide emissions. The CBF development project would therefore not obstruct the implementation of state-wide GHG reduction programs. Furthermore, by diverting traffic from the border crossings at San Ysidro and Otay Mesa that would ordinarily travel to TIJ Airport using those routes would decrease the number of vehicles queuing and idling to cross the border. Reductions in queue times would also serve to reduce regional GHG emissions.

### **Significance of Impact**

GHG emissions were quantified for both construction and operation of the proposed project. GHG emissions generated during project construction would be temporary and limited to the construction periods of the project. Amortized over 30 years, the proposed construction activities would contribute a total of 165 MT per year of CO<sub>2</sub> emissions.

Operational GHG emissions were calculated for “business as usual” conditions and conditions considering GHG emissions reduction strategies (i.e., state measures and project design features). The project would result in 100,066 MT per year of operational emissions of GHGs that have the potential to contribute to global climate change impacts. While emissions associated with operations, particularly motor vehicle travel, would be above the City’s Significance Determination Thresholds for ROG, NO<sub>x</sub>, and CO, federally- and state-adopted programs to reduce emissions of GHGs from vehicles and buildings would effectively reduce project emissions over time. With implementation of these programs, project emissions would be reduced to 70,091 MT per year, which would be more than 28.3 percent below “business as usual” levels and, therefore, in conformance with the goals of AB 32 within San Diego County, including the General Plan Action Plan. Thus, the proposed project would not result in a significant contribution to cumulative impacts on global climate.

### **Mitigation, Monitoring, and Reporting**

No mitigation measures would be required.

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## 5.6 ENERGY

This section provides an evaluation of existing energy production/consumption conditions, potential energy use and related impacts from the proposed project, and associated mitigation measures where applicable. The following discussion is based in part on the following sources: (1) Appendix F of the State CEQA Guidelines (Energy Conservation); (2) the *Air Quality Technical Report* prepared by SRA in April 2011 (2011; Appendix B); (3) the Utilities Section of the *City of San Diego General Plan Program EIR* (2008b); (4) the *City of San Diego Climate Protection Action Plan* (2005); (5) the *SANDAG Energy 2030: San Diego Regional Energy Strategy* (RES, SANDAG 2003); (6) the *California Energy Demand 2010-2020 Adopted Forecast* (California Energy Commission [CEC] 2009a); and (7) the CEC 2009 Integrated Energy Policy Report (2009b).

### 5.6.1 Existing Conditions

#### State Energy Conditions

California's electricity needs are satisfied by a variety of entities, including investor-owned utilities, publicly-owned utilities, electric service providers, and community choice aggregators<sup>1</sup>. As of 2008, in-state generating facilities accounted for about 73 percent of the total electric power produced in California, with the remaining electricity coming from out-of-state imports. In-state generation also accounted for approximately 13 percent and 38 percent of California's natural gas and crude oil supplies, respectively, in 2008. Remaining energy supplies come from other western states and Canada (CEC 2009b), with a summary of energy sources in 2008 summarized in Table 5.6-1, *California Energy Sources 2008*.

<b>Fuel Type</b>	<b>Percent of California Power</b>
Natural Gas	46.50
Nuclear	14.90
Large Hydro	9.60
Coal	15.50
Renewable	13.50
<b>Total</b>	<b>100.00</b>

Source: CEC 2009b

<sup>1</sup> Community choice aggregation is authorized in California by AB 117 (Chapter 836, Statutes of 2002), which allows cities, counties, and groups of cities and counties to aggregate the electric load of the residents, businesses, and institutions within their jurisdictions to provide them electricity.

Since deregulation in 1998, the CEC has licensed or given small power plant exemptions to 87 power plants, including:

- 47 projects representing 16,539 megawatts (MW) currently on-line.
- 23 projects totaling 9,344.5 MW currently under construction or pre-construction.
- 8 projects totaling 4,955 MW currently on hold but available for construction.
- 9 projects totaling 2,676 MW approved but then cancelled by applicants.

In addition, as of January 2011, the CEC has a total of 14 proposed projects under review, totaling approximately 4,643 MW (CEC 2011). One of the projects in active review is a large-scale solar thermal power plant. Two of these projects have been suspended while in review, representing 906 MW.

On the demand side, Californians consumed 285,574 gigawatt (one billion watts) hours (gWh) of electricity in 2008, primarily in the commercial, residential, and industrial sectors. CEC staff forecasts of future electricity demand anticipate that consumption will grow by 1.2 percent per year from 2010–2018, with peak demand growing an average of 1.3 percent annually over the same period. Because of current economic uncertainties surrounding the recession and the timing of potential recovery, the 2009 Integrated Energy Policy Report (IEPR, CEC 2009b) considered alternative scenarios for economic and demographic growth, finding only small differences in projected electricity demand. Specifically, under the optimistic scenario, 2010-2018 rates for electricity consumption and peak demand would increase to 1.3 percent and 1.4 percent, respectively. Under the pessimistic scenario, 2010-2018 rates for electricity consumption and peak demand would fall to 1.1 percent each.

### **San Diego Regional Energy Conditions**

The City participates in regional energy planning efforts, and is actively working to achieve the City's long-term goal to pursue energy independence. Electricity is produced at power plants and transmitted over power lines to users. Some electricity is produced within the San Diego region at the Cabrillo (Encina) and South Bay Power Plants, as well other smaller power plants. San Diego Gas & Electric Company (SDG&E) provides energy service to 3.3 million consumers through 1.3 million electric meters and more than 800,000 natural gas meters in San Diego and southern Orange counties. The utility's area spans 4,100 square miles (City 2008a).

Natural gas is imported into the City from sources outside of the region through pipelines to users. There are no storage facilities for natural gas in the region. Gas is used primarily for generating electricity and for heating homes and businesses. There is a growing demand for gas in the region (City 2008a).

### Energy Generation and Consumption

The San Diego Regional Energy Office's (SDREO) *San Diego Regional Energy Infrastructure Study* (SDREIS) provided an integrated and comprehensive analysis of the electricity and natural gas supply and demand inventory and issues (SDREO 2003). The SDREIS found that the San Diego region is unique compared to the rest of the state because of its proximity to Baja

California, Mexico and the close integration with respect to trade flows, movement of people, and capital. Currently, there is a growing interdependency between San Diego County and Northern Baja California in terms of both the supply and demand of energy. Electric power transfers have taken place between California and Northern Baja California, to some extent, for more than 20 years and recently, the bi-national supply and demand interdependencies have increased dramatically. Additionally, while abundant renewable resources are located within the County, the available resources are much greater when the potential of surrounding counties and Baja California are considered. San Diego's economic and energy development future depends on bi-national as well as interregional cooperation and joint problem solving. San Diego County experiences many unique challenges because of its "island-like" geographic situation, bounded by the Pacific Ocean to the west, the Laguna Mountains to the east, the Mexican border to the south and Camp Pendleton to the north. Because of this fact, there are significant supply issues and risks that the region is facing unless additional supply options are made available.

SANDAG's 2003 Regional Energy Strategy (RES) (SANDAG 2003), states that the critical energy challenges facing the San Diego region include:

- The prospect of continued higher prices for electricity and natural gas for the next decade;
- Growing demand for energy;
- Highly uncertain market and regulatory design; and
- An aging, inadequate infrastructure for electric generation and transmission, and natural gas transmission.

The 2003 RES identified drivers of energy demand and need for energy supply in the San Diego region. The region's population, economic development, housing, and land use are the primary drivers of regional energy demand:

- *Population* - Population is the primary driver of increasing demand for new housing, which is a major driver of energy use.
- *Economy* - The performance of the economy is a primary driver of energy demand due to the electricity and natural gas consumption of office/commercial buildings and industrial processes.
- *Housing* - Up until the recent economic recession, employment had been growing faster than population and housing in San Diego, forcing people to live further inland and farther away from their jobs in San Diego County. This placed an increased demand for energy over the last 10 years. More (and larger) homes were being built inland in hotter areas that required energy-intensive air conditioning. The region's year 2000 housing stock of 1,040,149 units is expected to increase by 33 percent to 1,379,644 units by 2030.
- *Land Use* - San Diego County contains 2,726,407 acres, with a substantial portion of military, park, and constrained acreage. The remaining vacant developable acreage, as of the 2003 RES, was approximately 500,000 acres. Forecasts predict that by 2030 most of

the vacant land will be developed. As a result, the siting of supporting energy infrastructure will become increasingly difficult.

*Electricity*

San Diego County has two major steam electric generating units and a number of smaller combustion turbine units, most of which were constructed between 1960 and 1978. Although these units have continued operation with modifications and upgrades, they are quickly nearing technological and economical obsolescence. Reliability must-run units are generation facilities that are necessary during certain operating conditions in order to maintain the security of power systems in a competitive environment. A number of the units that are currently considered “must-run” to meet the regions energy needs have been operating in the three percent capacity range, but need to be operating in the five percent capacity range. Must-run units are more expensive to operate and are only used as operating reserves during peak periods or in times of emergency backup. This is because the outage costs are much higher than the power generating cost (SDREO 2003).

As of 2003 when the SDREIS was completed, San Diego had a total on-system generation capacity of about 2,359 MWs, which was about 55 percent of the region’s summer peak demand. This capacity consists of 1,628-MW base-load plants. Base-load plants are the production facilities used to meet some or all of a given region’s continuous energy demand, and produce energy at a constant rate, usually at a low cost relative to other production facilities available to the system. The remaining capacities are small and medium-sized peaking plants and on-site generators (excluding backup generation). All of this generation is not normally available since many of the generators are for emergency use and not available when needed. During peak demand periods, approximately 64-percent of peak demand can be met by in-county electrical generation.

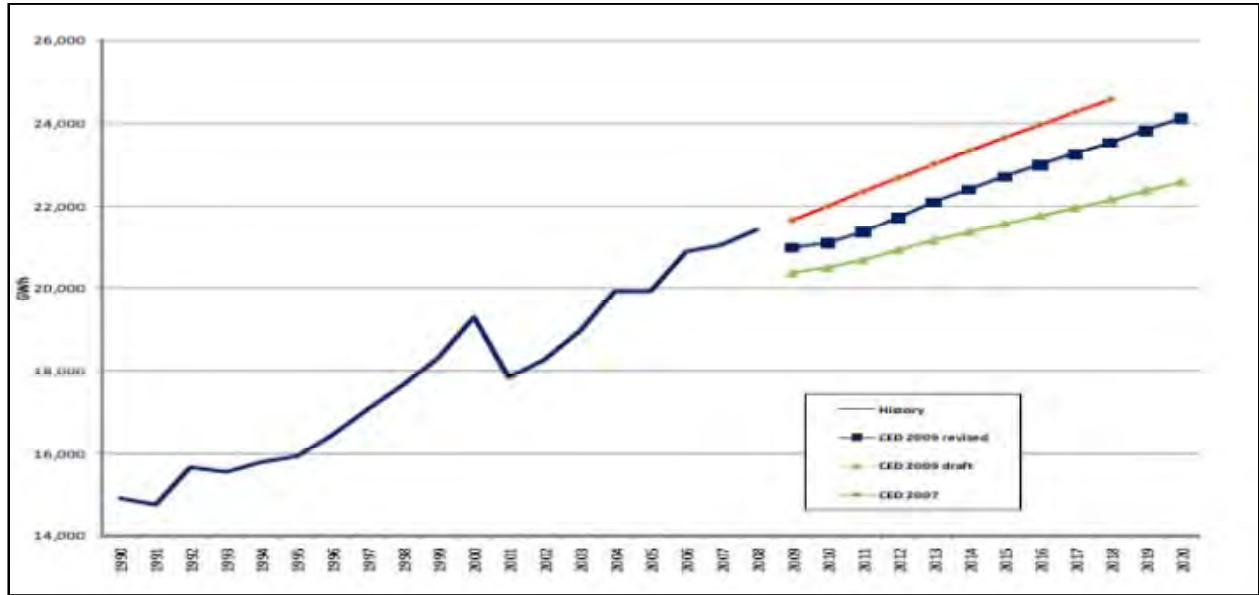
As shown in Table 5.6-2, *San Diego County Electricity Consumption 2006-2008*, the CEC found that electricity consumption within the County of San Diego increased approximately 2.4 percent from 2006 to 2008 (CEC 2010), but decreased approximately 2.5 percent from 2008 to 2009.

<b>Table 5.6-2</b>					
<b>SAN DIEGO COUNTY ELECTRICITY CONSUMPTION 2006 – 2008</b>					
<b>(in millions of kWh)</b>					
<b>Year</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>Total Usage</b>
<b>Usage</b>	19,435.01	19,568.84	19,907.89	19,426.78	78,338.51
<b>% Change (Annual)</b>	--	0.68	1.7	-2.5	-0.12

Notes: kWh = kilowatt hours  
 Source: CEC 2011

The primary provider of electricity and natural gas in the San Diego region is San Diego Gas and Electric (SDG&E). Figure 5.6-1, *SDG&E Electricity Forecast*, shows the SDG&E planning area’s anticipated electricity forecast through the year 2020. As shown in Figure 5.6-1, the CED 2009 Adopted forecasted consumption (labeled as CED 2009 revised) is lower than the

forecasted consumption from the 2007 CED, which reflects the current recession and increased savings from energy efficiency programs. The CED 2009 Adopted forecast estimates that annual electricity consumption for the County would reach approximately 24,000 kWh by 2020.



Source: CEC 2009

**SDG&E ELECTRICITY FORECAST**  
**Figure 5.6-1**

Figure 5.6-2, *SDG&E Per Capita Electricity Consumption*, illustrates the per-capita electricity consumption projections within the SDG&E planning area through 2020. Projections are shown to increase slightly after 2012 as a result of consumption from electric vehicles. The current recession and increased savings from conservation and energy efficiency programs combine to cause a short-term dip in per capita consumption, as shown in the CED 2009 Adopted projection. By 2020, per capita electricity consumption is projected to be approximately 6,300 kWh per person.

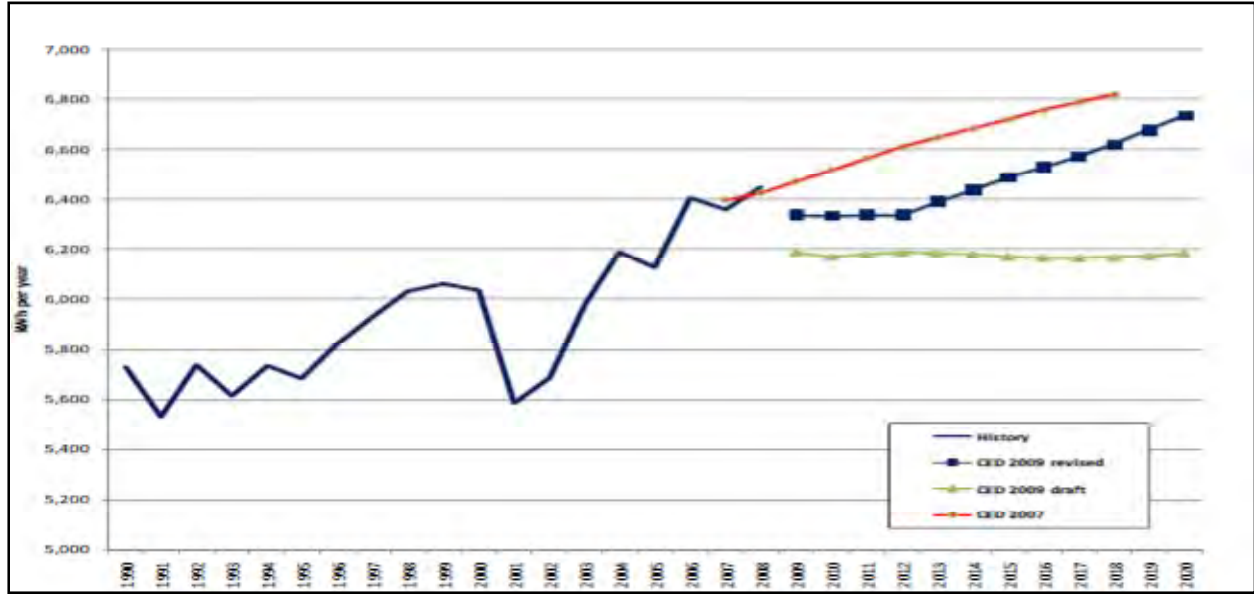




Source: CEC 2009

**SDG&E PER CAPITA ELECTRICITY CONSUMPTION**  
**Figure 5.6-2**

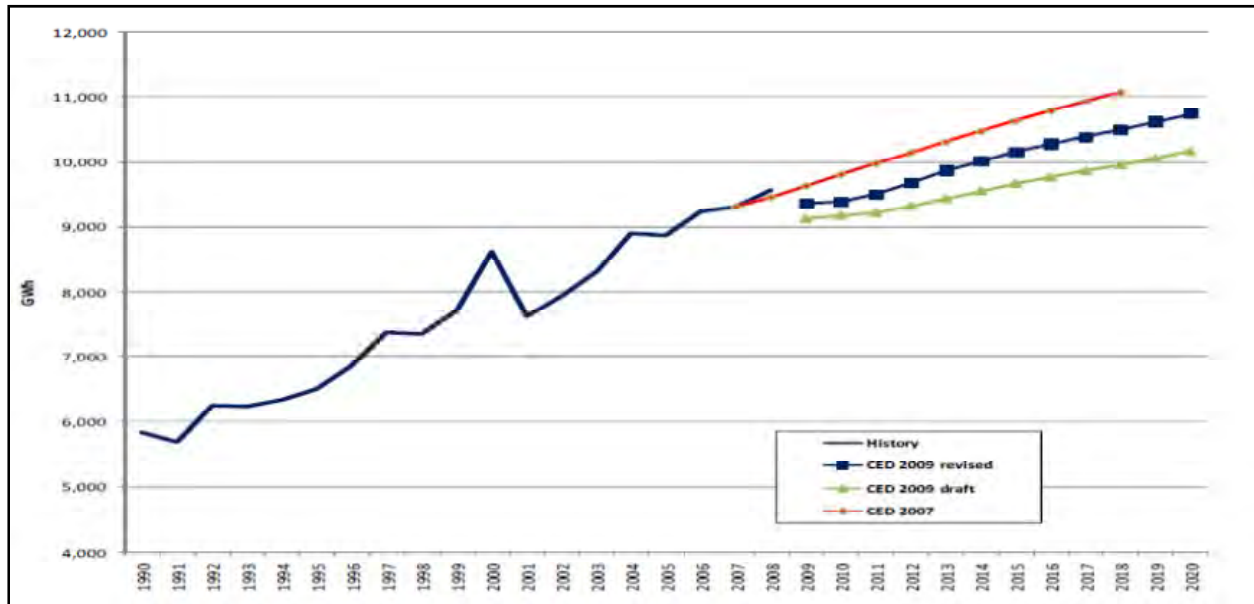
Residential and commercial sectors use the most electricity in the San Diego region, and consumption is projected to increase with regional population and job growth (SANDAG 2009). Figure 5.6-3, *SDG&E Electricity Consumption Per Household*, shows the 2020 forecast energy consumption within the SDG&E planning area for residential uses. As shown in Figure 5.6-3, the CED 2009 Adopted projections increase slightly over the forecast period as a result of increased household income projections and electric vehicle consumption in the residential sector (which accounts for approximately 70 percent of the increase in use per household from 2012 to 2020). By 2020, electricity consumption per household is expected to reach 6,700 kWh per year.



Source: CEC 2009

**SDG&E ELECTRICITY CONSUMPTION PER HOUSEHOLD**  
**Figure 5.6-3**

Figure 5.6-4, *SDG&E Electricity Consumption for Commercial Uses*, shows the 2020 forecast energy consumption within the SDG&E planning area for commercial uses. As shown in Figure 5.6-4, 2020 commercial electricity consumption rates are anticipated to range between 10,000 and 11,000 GWh per SF based on the CED 2009 Adopted forecast.



Source: CEC 2009

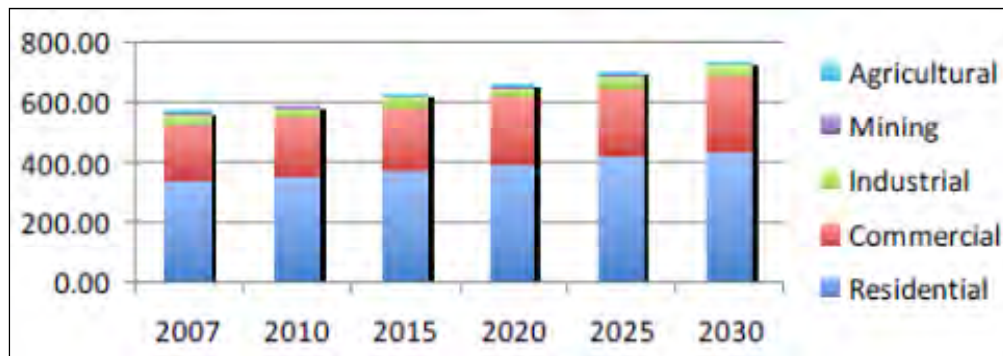
**SDG&E ELECTRICITY CONSUMPTION FOR COMMERCIAL USES**  
**Figure 5.6-4**

Future electricity supply may be affected by SDG&E's proposed 120-mile high-voltage transmission line, known as the Sunrise Powerlink, to carry renewable energy from the Imperial Valley to San Diego. Construction for the project began in September 2010, with completion scheduled for 2012.

### Natural Gas

The western United States, and especially California, is undergoing a substantial increase in demand for natural gas as plans unfold to build several thousand MWs of new natural gas-fired electric generating capacity (SANDAG 2003). In 2008, natural gas accounted for more than 45 percent of California's total system needs, approximately 140,215 gWh (CEC 2009b). Several major generating plants were recently implemented in San Diego County, including the 90-MW Larkspur Energy Facility in Chula Vista in 2001; the 550-MW Palomar Power Plant in Escondido in 2006; and the 513-MW Otay Mesa Center power plant near the U.S.-Mexico border in 2009. In addition, a proposal has been submitted to SDG&E to expand the existing 965-MW Encina Power Plant to at least 1,200 MW for use as a peaking or intermediate power plant.

As shown in Figure 5.6-5, *San Diego Regional Natural Gas Consumption Forecast*, the San Diego region currently consumes approximately 581 million therms (MMTh) of natural gas per year (not including gas used for electricity generation, as accounted for above). The majority of natural gas uses are for residential and commercial purposes. Currently, California imports 87 percent of natural gas needs from out of state, while in-state natural gas production is decreasing. Regional gas consumption is expected to increase to 660 MMTh in 2020 and 730 MMTh in 2030 under business as usual conditions, as shown in Figure 5.6-5.



Source: SANDAG 2009

**SAN DIEGO REGIONAL NATURAL GAS CONSUMPTION FORECAST**  
**Figure 5.6-5**

Varying demand for natural gas and volatile natural gas prices make reliably predicting future gas prices difficult. As shown in Table 5.6-3, the CEC found that natural gas consumption within the County of San Diego decreased approximately six percent from 2006 to 2008 (CEC 2010). This discrepancy in projected rates versus actual rates may be a result of unexpected decreases in consumption associated with the current economic downturn, such as decreased natural gas consumption related to construction activity and income, which both experienced downturns.

<b>Table 5.6-3                  SAN DIEGO COUNTY NATURAL GAS CONSUMPTION 2006 – 2009                  (in MMTh)</b>					
<b>Year</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>Total Usage</b>
<b>Usage</b>	574.25	547.03	541.37	514.88	2177.53
<b>Percent Change (Annual)</b>	--	-4.98	-1.05	-5.14	-11.17

Notes: MMTh = million therms  
 Source: CEC 2010

### *Water-Related Energy*

In California, water-related energy use, which includes the conveyance, storage, treatment, distribution, wastewater collection, treatment, and discharge sectors of the water use cycle, consumes about 19 percent of the state’s electricity, 30 percent of its natural gas, and 88 billion gallons of diesel fuel every year. Of this amount, more than 12,000 GWh (26 percent, about 5 percent of the state’s total electricity requirements) was deemed attributable to energy used by water and wastewater systems and their operations. The balance of water-related energy was attributed to the amount of energy needed to apply and use water for agricultural, residential, commercial and industrial purposes. Before it reaches arid San Diego, water is pumped hundreds of miles from either the Sacramento-San Joaquin Bay Delta in Northern California or from the Colorado River. It takes energy to move and treat water (CEC 2007).

There are two distinctly different types of water impacts on the energy sector according to the California Public Utilities Commission (CPUC 2010):

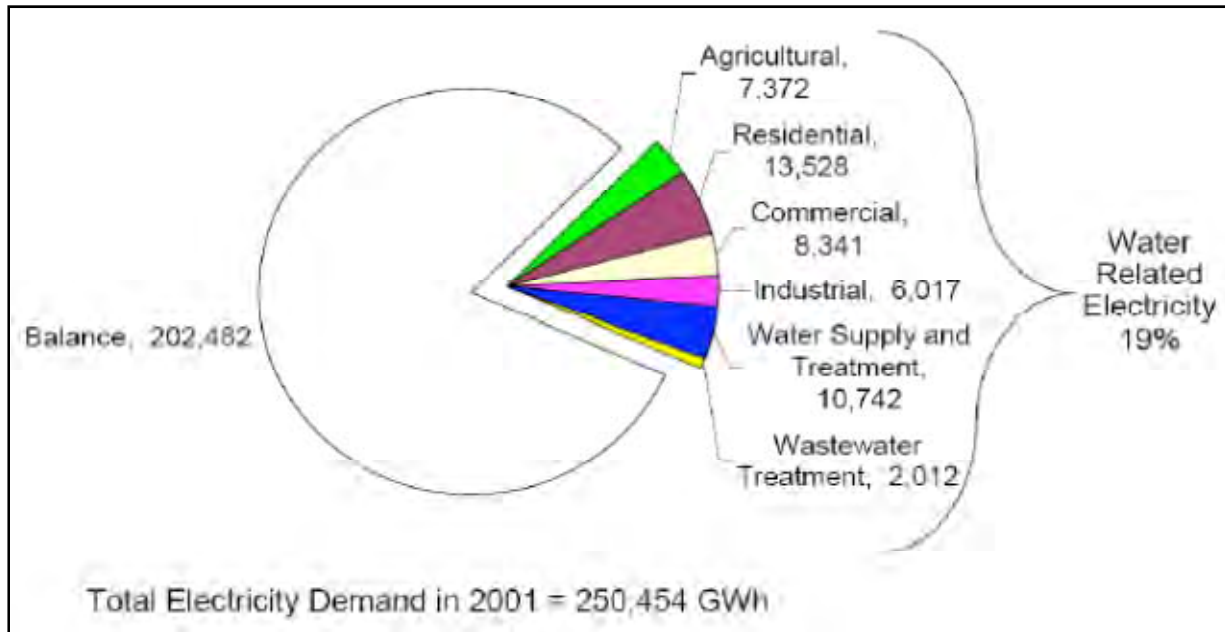
- Energy Use by the Water Sector - the amount, timing, and location of energy needed to support water sector operations.
- Energy Use by Water Customers - the amount of energy used by water customers during the consumption of water, whether for pumping, heating or other purposes.

“Energy Embedded in Water ” refers to the amount of energy that is used to collect, convey, treat, and distribute a unit of water to end users, and the amount of energy that is used to collect and transport used water for treatment prior to safe discharge of the effluent in accordance with regulatory rules (CPUC 2010). As water demand grows in the state, so grows water-related energy demand. Since population growth drives demand for both resources, water and energy demand are growing at about the same rate and, importantly, in many of the same geographic areas (CEC 2007).

Water supply-related electrical demands exceed 2,000 MW on summer peak days in California. Agricultural groundwater and surface water pumping represent 60 percent of the total water supply related peak day electrical demand, with water agency demands representing the remaining 40 percent. Over 500 MW of water agency electrical demand is used for providing water/sewer services to residential water customers. The State Water Project, used to convey

water from Northern California to Southern California, consumes approximately three percent of all the electricity consumed in the state (CEC 2006).

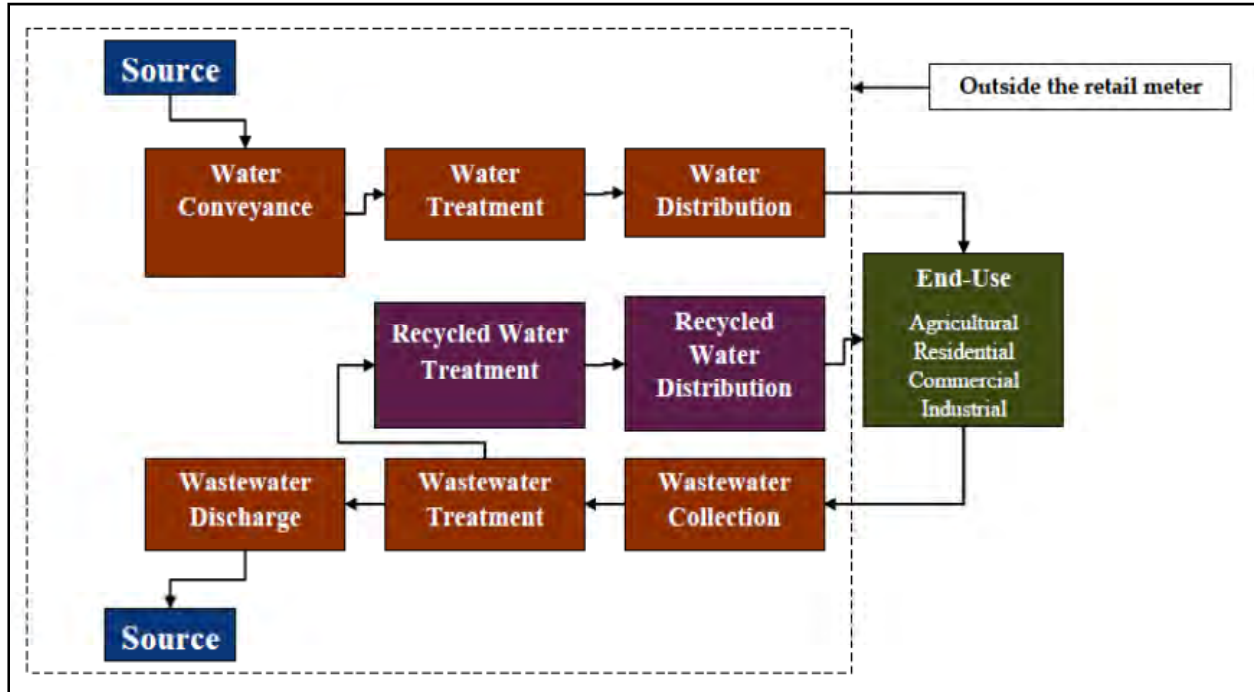
Figure 5.6-6, *California's Water System in 2001 Electricity Demand*, shows how and where power is used in the State's water systems (CEC 2007). Total water related electrical consumption for the state of California amounts to approximately 52,000 gWh. Electricity to pump water by the water purveyors in the state amounts to 20,278 gWh. The remaining 32,000 gWh represent electricity used on the customer side of the meter, that is, electricity that customers use to move, heat, pressurize, filter, and cool water (CEC 2006).



Source: CEC 2007

**CALIFORNIA'S WATER SYSTEM IN 2001 ELECTRICITY DEMAND**  
**Figure 5.6-6**

Figure 5.6-7, *Water Embedded Energy Sources*, illustrates the key segments of the water use cycle and conservative estimates of the amount of electricity used within each (CPUC 2010). Each unit of water may have a different amount of energy embedded in it depending on how much it is processed or conveyed before it is delivered to the user. This energy is quite different if you are in northern or southern California, because it depends on pumping requirements related to distance and topography. Treatment and distribution before end use is better defined and fairly consistent across California (CEC 2007).



Source: CEC 2006

**WATER EMBEDDED ENERGY SOURCES**  
**Figure 5.6-7**

The CEC’s *Water Supply Related Electricity Demand in California* study (CEC 2006) examined electrical demand necessary to treat water and get it to the customer, to take the wastewater from the customer and dispose of it, and to provide groundwater pumping and surface water pumping for the agricultural community. The study examined the water supply-related peak day demands of the California investor-owned utilities (IOUs): Pacific Gas & Electric (PG&E), Southern California Edison (SCE), and SDG&E.

Within the SDG&E study area, within which the proposed project is located, the predominant water-related demand is for urban water supply. Approximately 20 percent of the electricity use is due to agricultural pumping, with the remaining 80 percent being provided by the water/sewer agencies. Table 5.6-4 shows SDG&E’s 2005 peak water-related demand characteristics.

<b>Table 5.6-4 SDG&amp;E PEAK DAY WATER-RELATED DEMAND CHARACTERISTICS 2005</b>		
	<b>Water/Sewer Agency</b>	<b>Total Water Demand</b>
<b>Peak Period</b>		
average MW	26.2	32.9
maximum MW	32.5	40
4pm MW	24.2	30.3
<b>Coincidence with ISO Peak</b>	0.92	0.93
<b>Mid-Peak Period</b>		
average MW	31.4	37.8
maximum MW	35.5	43.2
<b>Off-Peak Period</b>		
average MW	28.3	35.6
maximum MW	31	0
<b>TOU Accounts as % of Total Demand</b>	28%	

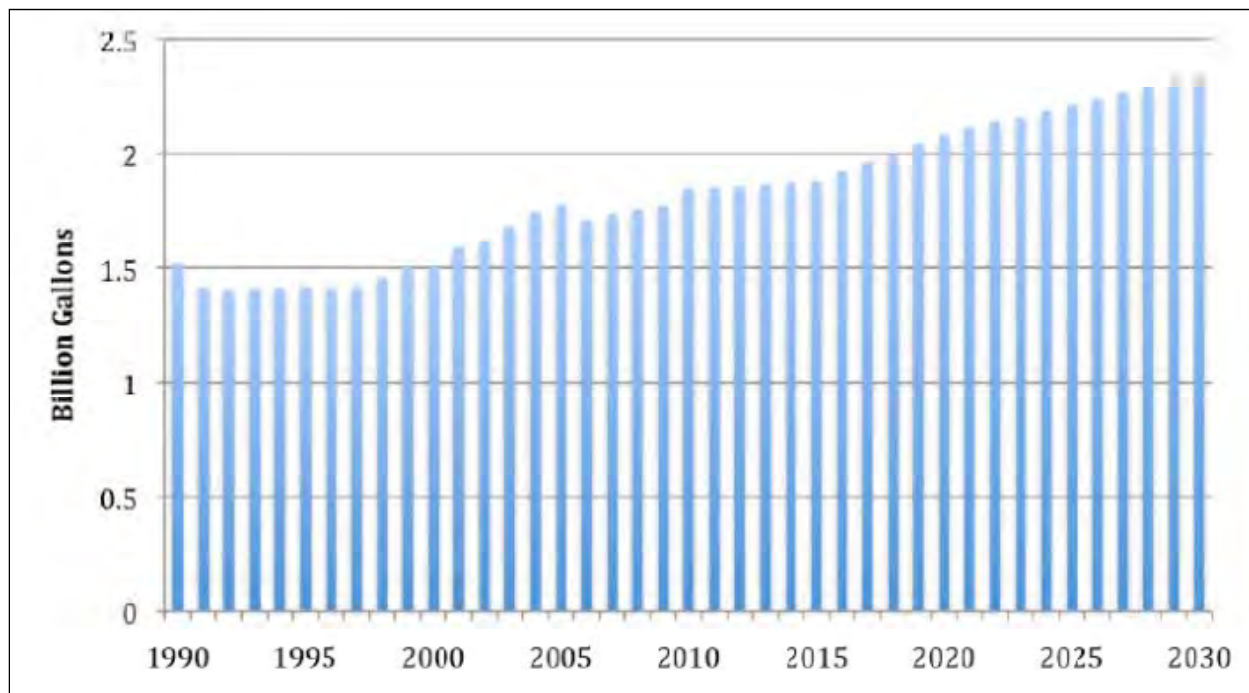
Source: CEC 2006  
 ISO = Independent System Operator  
 TOU = Time-of-Use rate

SDG&E has the lowest embedded residential peak water supply related electrical demand of any of the utility service areas. The San Diego area is at the end of the pipeline. Almost all of its water is treated somewhere else (generally in the SCE service area at the big MWD treatment plants) and shipped to the San Diego area. Residential water demand in the San Diego area results in electrical-demand increases in the SCE area for treatment and shipping. However, collaboration between SDG&E and the region’s water agencies has resulted in most of the treatment (fresh water and sewer) facilities in this area having their own self-generation, dramatically reducing electrical demand by the water sector as the treatment facilities produce most of their own electricity (CEC 2006).

*Transportation*

On-road transportation is a large consumer of energy, and is almost entirely dependent on petroleum-based fuels (gasoline and diesel). As shown in Figure 5.6-8, *San Diego Regional Projected On-road Fuel Consumption 2007-2030*, passenger cars and light-duty trucks are by far the largest consumers of transportation fuel, accounting for approximately 1.6 billion gallons of gasoline and diesel fuel per year (85 percent total consumption by on-road vehicles; SANDAG 2009). Without changes in policy or behavior, on-road consumption of petroleum-based fuels is expected to increase considerably by 2020 and through 2030.





Source: SANDAG 2009

**SAN DIEGO REGIONAL PROJECTED ON-ROAD FUEL CONSUMPTION 2007 – 2030**  
**Figure 5.6-8**

Fuel consumed by other transportation sectors such as civil aviation, rail transportation, water-borne equipment, and off-road equipment (i.e., construction and mining, industrial, pleasure craft, and agricultural users) accounts for about 10 percent of GHG emissions in the San Diego region.

### Energy Efficiency Potential

#### *Infrastructure Development*

Several challenges exist to siting major energy infrastructure projects in San Diego, including a lack of emissions offsets. In addition, there is a lack of suitable sites away from populous areas and near transmission lines. Power plants are not perceived as ideal neighbors, and in particular, coastal plants that restrict public access to coastal areas. Additionally, the transmission and distribution infrastructure required to support power plants create aesthetic, health, and quality of life concerns with residents in the local community. Lastly, siting is more problematic for water-cooled plants than dry-cooled due to the effects of power plant cooling systems on the ecosystem (SANDAG 2003).

In addition, the SDAB (which encompasses San Diego County) is classified as a nonattainment area for ozone and particulate matter (refer to Section 5.4, *Air Quality*). This means that all new major emission sources of ozone and particulate matter must be mitigated through the purchase of offsets (credits for reduction of emissions) from other sources within the County. The SDAPCD requires emission offsets, and limited availability of emission reduction credits is a



barrier to the building of new power plants. Several strategies could be used to create the needed emissions credits. These include repowering existing power plants, allowing mobile offsets to be used for stationary power plants, and creating inter-border pollution offsets.

### *Energy Demand Reductions*

Estimates vary on what level of future energy reductions will be attributed to efficiency programs and standards over the next decade, depending on the assumptions used. The CPUC estimates that in the San Diego region, efficiency programs will achieve gross savings of 1,514 gWh and 52 MM Therms between 2012 and 2020, the largest contributor to energy reductions over this period (University of San Diego [USD] Energy Policy Initiative Center [EPIC] 2009).

A 2009 study intended to determine the remaining potential for energy efficiency programs in California included a detailed, bottom-up study of energy efficiency program potential in San Diego County (USD EPIC 2009). The primary objective of the work underlying this report was to produce estimates of remaining potential energy savings that might be obtainable in the near (2007-2016) and foreseeable (2017-2026) future through publicly funded energy efficiency programs in the existing and new residential, industrial, and commercial sectors. The purpose of the study was to identify energy savings potential in the residential, commercial, and industrial sectors both for new construction and existing buildings. The study focused on providing a reasonable proxy of the remaining potential for implementation of local government policies to affect energy savings.

Study results show that the residential sector has the highest remaining potential for energy program reductions, representing 49 percent of the total potential, followed by the commercial (34 percent) and industrial (17 percent) sectors. Existing buildings represent 89 percent of the energy reduction estimate, while new construction represents 11 percent.

The existing residential sector represents about 48 percent of the entire efficiency potential identified in the analysis. Existing commercial buildings have the second highest potential for energy reduction at 24 percent of the total, and existing industrial buildings account for about 17 percent of the total.

Table 5.6-5, *Summary of Potential Energy Efficiency Through Local Policies, 2020 Forecast, San Diego County*, details the anticipated remaining potential energy efficiency potentials for various land uses in San Diego County through the year 2020.

**Table 5.6-5  
 SUMMARY OF POTENTIAL ENERGY EFFICIENCY THROUGH LOCAL POLICIES  
 2020 FORECAST, SAN DIEGO COUNTY**

<b>Sector</b>	<b>Natural Gas MM Therms</b>	<b>Natural Gas MMT CO<sub>2</sub>e</b>	<b>Electric gWh</b>	<b>Electric MMT CO<sub>2</sub>e</b>	<b>Total MMT CO<sub>2</sub>e</b>
Commercial - Existing	0.4	0.002	352	0.1	0.1
Commercial - New Construction	2.0	0.01	108	0.03	0.04
Industrial - Existing	10.2	0.06	69	0.02	0.1
Industrial - New Construction	N/A	N/A	2	0.001	0.001
Residential - Existing	12.0	0.1	505	0.1	0.2
Residential - New Construction	0.2	0.00	9	0.002	0.003
<b>Total</b>	<b>24.8</b>	<b>0.13</b>	<b>1,045</b>	<b>0.28</b>	<b>0.41</b>

Notes: MM Therms = million therms; MMT CO<sub>2</sub>e = million metric tons carbon dioxide equivalent; gWh = gigawatt hours; N/A = not available  
 Source: USD EPIC 2009

## **Project-Site Energy Conditions**

### Existing Project Site Energy Needs

The project site currently generates a very minor energy demand. Only the perimeter street trees and landscaping within the street ROW are maintained or irrigated. Street lights are energized at night. No structures exist or draw energy from the grid.

### Electrical Service

The project site is currently served by SDG&E. The SDG&E service area covers 4,100 square miles within San Diego and southern Orange counties. Energy is provided by SDG&E to 1.4 million customers (SDG&E 2008). Forecasting future energy consumption demand is performed on a continual basis by SDG&E, primarily from installation of transmission and distribution lines. In situations where projects with large power loads are planned, this is considered together with other loads in the project vicinity, and electrical substations are upgraded, if required.

SDG&E offers several programs to support local governments in implementing energy efficiency projects, including energy audits, a Tax Exempt Customer Incentive program, an On-Bill Financing program, a Small Business Super Saver program (includes cities and counties), an Express Efficiency program, and a Standard Performance Contract program. SDG&E works with local governments and non-profit organizations to promote energy efficiency, demand response and conservation programs, services and resources, and to provide energy education and outreach to the community.

### Water Service

Water service is provided to the site by the OWD. The OWD serves more than 200,000 people with over 700 miles of pipelines, 48,000 water meters, 23 pump stations, 19,522 valves, 40

storage reservoirs with a capacity of over 216 million gallons, and 5758 fire hydrants as of July 2010. Recycled water facilities include the Ralph W. Chapman Water Recycling Facility, 96 miles of pipelines, 3 pump stations, 1,380 valves, nearly 700 recycled water connections, and 4 storage reservoirs with a capacity of nearly 44 million gallons (OWD 2010a, 2010b, 2010c). The OWD plans, designs, constructs, and operates water system facilities to acquire supplies sufficient to meet projected ultimate demands on the potable and recycled water systems. As major development plans are formulated and proceed through the jurisdictional approval processes, OWD prepares associated water system requirements consistent with the updated 2009 Water Resources Master Plan (WRMP, OWD 2009). These requirements document, define, and describe all the potable water and recycled water system facilities required to provide an acceptable and adequate level of service to the proposed land uses, as well as the related financial responsibilities.

### Wastewater Service

Wastewater treatment service for the site is provided by the City of San Diego Public Utilities Department (PUD). In the project vicinity, a 30-inch trunk sewer line is located to the north in Siempre Viva Road. Wastewater flows in this trunk line continue west to pump station PS23T, where they are pumped into the Otay Mesa Trunk System and ultimately to the Point Loma Wastewater Treatment Plant.

### Transportation

The project site does not generate any vehicle trips; therefore, no associated energy consumption related to transportation modes occurs.

## **Regulatory Framework**

### Federal Energy Efficiency Regulations

#### *Corporate Average Fuel Economy Standards*

The federal Corporate Average Fuel Economy (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 miles per gallon (mpg) by 2020. In May 2009, President Obama announced plans to increase CAFE standards to require light duty vehicles to meet an average fuel economy of 35.5 mpg by 2016.

#### *Energy Independence and Security Act of 2007*

House of Representatives Bill 6 (HR 6), the federal 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. Perhaps the most substantial new standard that HR 6 established is for general service lighting that will be deployed in two phases. First, by 2012-2014 (phasing in 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 bulbs; this requirement will effectively phase out the incandescent light bulb.

#### *Energy Improvement and Extension Act of 2008*

The formerly entitled "Renewable Energy and Job Creation Act of 2008," or Division B of HR 1424, was signed into law by President Bush in October 2008. The signed bill contains 18 billion dollars in incentives for clean and renewable energy technologies, as well as for energy efficiency improvements as follows:

##### Solar:

- Extends the tax credits for investment in commercial and residential solar projects for eight years
- Allows a new energy tax credit for combined heat and power system property
- Removes the \$2,000 cap on investments in residential solar electric installations
- Adds utilities as eligible recipients of tax credits

##### Wind:

- Extends the tax credit for the production of energy from wind for one year
- Allows a new energy tax credit for 30 percent of expenditures for wind turbines used to generate electricity in a residence and for geothermal heat pump systems

##### Miscellaneous Renewable/Non-Renewable Generation:

- Allows offsets of tax credit amounts against alternative minimum tax liabilities
- Extends tax credit for other facilities, including closed and open-loop biomass, solar energy, small irrigation power, landfill gas, trash combustion, and hydropower for two years
- Allows a new tax credit for investment in new clean renewable energy bonds for capital investment in renewable energy facilities
- Extends the tax credit for microturbine property for eight years
- Extends the tax credits for investment in commercial fuel cells for eight years and increases the credit limitation for fuel cell property to \$1,500

##### Vehicles:

- Allows a new tax credit for new qualified plug-in electric drive motor vehicles
- Extends the excise tax credit for alternative fuel and fuel mixtures for one year
- Requires such fuels to include compressed or liquefied biomass gas and to meet certain carbon capture requirements

## California Energy Efficiency Regulations

### *Assembly Bill 1007*

This 2005 bill required the CEC to prepare, jointly with the ARB, a plan to increase the production and use of alternative and renewable fuels in California based on a full fuel-cycle assessment of the environmental and health impacts of each fuel option. The *State Alternative Fuels Plan* was adopted by the two agencies in December 2007. The plan highlights the need for state government incentive investments of more than 100 million dollars per year for 15 years and recommends that the state adopt alternative and renewable fuel use goals of 9 percent by 2012, 11 percent by 2017, and 26 percent by 2022.

### *Assembly Bill 1969*

This 2006 bill authorized feed-in tariffs for small renewable generators of less than one MW at public water and wastewater treatment facilities. A feed-in tariff is a policy mechanism designed to encourage the adoption of renewable energy sources and to help accelerate the move toward grid parity, the point at which alternative means of generating electricity is equal in cost, or cheaper than grid power. In July 2007, the CPUC (D. 07-07-027) implemented AB 1969, expanded the feed-in tariffs to 1.5 MW, and included non-water customers in the PG&E and SCE territories (See Figure 5.5-4). The power sold to the utilities under feed-in tariffs can be applied toward the state's renewable portfolio standard (RPS) targets. Senate Bill (SB) 380 (2008) codified the CPUC expanded feed-in tariff to include all RPS-eligible generators 1.5 MW and below. The program cap was also expanded from 250 MW to 500 MW. As of August 2009, 14.5 MW of contracted capacity had resulted from the tariff.

### *Assembly Bill 2021*

This 2006 bill requires the CEC, in consultation with the CPUC and publicly owned utilities, to develop a statewide estimate of all potentially achievable cost-effective electricity and natural gas efficiency savings and establish statewide annual targets for energy efficiency savings and demand reduction over 10 years.

### *Assembly Bill 32 – Global Warming Solution Act of 2006*

In 2006 Governor Schwarzenegger signed California Assembly Bill (AB) 32, the global warming bill, into law. AB 32 required that by January 1, 2008, the ARB determine what the statewide greenhouse gas (GHG) emissions level was in 1990, and approve a statewide GHG emissions limit that is equivalent to that level, to be achieved by 2020.

AB 32 related to energy in that, according to the CEC, transportation accounted for approximately 41 percent of California's year 2004 GHG emissions. Growth in California has resulted in vehicle miles traveled (VMT) by California residents increasing three-fold during the period from 1975 to 2004. To reduce the use of carbon-based fuels, the Governor signed Executive Order (EO) S-01-07, calling for a 10 percent reduction in carbon intensity in fuels by year 2020. In addition, fuel efficiency standards (CAFE standards) were signed that would

increase vehicle mileage. All of these measures are designed to reduce GHG emissions, and also relate to project-related energy-efficiency analysis. Additional discussion of GHG emissions can be found in Section 5.7 of this EIR.

#### *Assembly Bill 118 and Assembly Bill 109*

This 2007 bill created the Alternative and Renewable Fuel and Vehicle Technology Program. The statute, subsequently amended by AB 109 (2008), authorizes the CEC to develop and deploy alternative and renewable fuels and advanced transportation technologies to help attain the state's climate change policies. The CEC has an annual program budget of approximately 100 million dollars and is required to adopt and update annually an investment plan that determines the funding priorities.

#### *Assembly Bill 1613*

Also known as the Waste Heat and Carbon Emissions Reduction Act, this 2007 bill was designed to encourage the development of new Combined Heat and Power systems in California with a generating capacity of up to 20 MW, resulting in more efficient use of natural gas and reduced GHG emissions. The bill requires the CPUC and the CEC to establish policies and procedures for the purchase of electricity from eligible CHP systems.

#### *Assembly Bill 758*

This 2009 bill requires the CEC to establish a regulatory proceeding by March 1, 2010, to develop a comprehensive program to achieve greater energy savings in existing residential and non-residential buildings.

#### *Assembly Bill 811*

AB 811 is a property tax bill that gives all California cities and counties the ability to offer low-interest loans for energy-efficiency projects and solar panels to homeowners and small businesses.

#### *California Code of Regulations, Title 24, Part 6: California Energy Code*

California Code of Regulations, Title 24, California Building Code (CBC), Part 6 is the California Energy Code (Energy Code). This code, originally enacted in 1978 in response to legislative mandates, establishes energy efficiency standards for residential and non-residential buildings in order to reduce California's energy consumption. The Code is updated periodically to incorporate and consider new energy efficiency technologies and methodologies as they become available. By reducing California's energy consumptions, GHG emissions may also be reduced. The current version of the Energy Code was updated by the California Buildings Standards Commission in 2007 (CBSC 2007). The Energy Code, part of the *California Building Standards Code* provides building standards related to energy conservation under the following subchapters:

- All occupancies- general provisions
- All occupancies - mandatory requirements for the manufacture, construction and installation of systems, equipment and building components

- Non-residential, high-rise residential and hotel/motel occupancies - mandatory requirements for space-conditioning and service water-heating systems and equipment
- Non-residential, high-rise residential and hotel/motel occupancies - mandatory requirements for lighting systems and equipment
- Non-residential, high-rise residential and hotel/motel occupancies- performance and prescriptive compliance approaches for achieving energy efficiency
- Non-residential, high-rise residential and hotel/motel occupancies - additions, alterations and repairs
- Low-rise residential buildings - mandatory features and devices
- Low-rise residential buildings - performance and prescriptive compliance approaches
- Low-rise residential buildings - additions and alterations in existing low-rise residential buildings

### *California's Electricity Loading Order*

The loading order, adopted by the CEC in 2003, calls for California's electricity needs to be met with (1) increased energy efficiency and demand response; (2) new generation from renewable energy and distributed generation resources; and (3) clean fossil-fueled generation and infrastructure improvements.

### *CEC Tier II Energy Efficiency Goals*

Under state law, the CEC is required to establish eligibility criteria, conditions for incentives, and rating standards to qualify for ratepayer-funded solar energy system incentives in California. As part of this effort, the CEC establishes energy efficiency standards for homes and commercial structures, and requires new buildings to exceed current building standards by meeting Tier Energy Efficiency goals. CEC Tier II Energy Efficiency goals will continue to be updated to achieve energy efficiency best practices, and are consistent with what is needed to meet the California Public Utilities Commission Strategic Plan goals of zero net-energy buildings. Currently, CEC proposed guidelines for the solar energy incentive program recommend a Tier II goal for residential and commercial projects of a 30 percent reduction in building combined space heating, cooling, and water-heating energy, compared to the 2008 Title 24 Standards.

### *Executive Order D-16-00*

This EO signed by Governor Gray Davis on August 2, 2000, established a state sustainable building goal. The sustainable building goal is to site, design, deconstruct, construct, renovate, operate, and maintain state buildings that are models of energy, water, and materials efficiency; while providing healthy, productive, and comfortable indoor environments and long term benefits to Californians. As with the Energy Code, reductions in energy usage provided by sustainable building design would result in reduced GHG emissions.

### *Executive Order S-06-06*

This 2006 EO established a biomass target of 20 percent within the established RPS goals for 2010 and 2020 and charged the CEC, along with other commissions and departments, to identify

and secure funding for research and development projects to advance the use of biofuels for transportation.

*Executive Order S-01-07*

This 2007 EO established a Low Carbon Fuel Standard (LCFS) for transportation fuels sold in California. By 2020, the standard will reduce the carbon intensity of California's passenger vehicle fuels by at least 10 percent. The EO directs the secretary for the California EPA (Cal/EPA) to coordinate the actions of the CEC, the ARB, the University of California, and other agencies to assess the "life-cycle carbon intensity" of transportation fuels. ARB completed its review of the LCFS protocols and adopted them as an early action in October 2007. The ARB, through its rulemaking, adopted the new standard in April 2009.

*Executive Orders S-14-08 and S-21-09*

Governor Arnold Schwarzenegger signed EO S-14-08 in November 2008, directing the ARB to adopt regulations increasing California's RPS from 20 percent to 33 percent by 2020.

On September 15, 2009, Governor Schwarzenegger signed EO S-21-09, requiring that the ARB, under its AB 32 authority, adopt a regulation consistent with the 33 percent renewable energy target established in EO S-14-08 by July 31, 2010. The order requires that the ARB establish the highest priority for those resources that provide the greatest environmental benefits with the least environmental costs and impacts on public health that can be developed most quickly and that support reliable, efficient, cost-effective electricity system operations including resources and facilities located throughout the Western Interconnection. The Western Interconnection is one of the two major alternating current power grids in North America, stretching from western Canada on the north to Baja California, Mexico on the south, and from the Pacific Ocean on the west, to the east over the Rocky Mountains to the Great Plains.

*Senate Bill 1078 and Senate Bill 107*

SB 1078 (2002) revised CPUC sections 399.11-399.17 to require that in order to attain a target of 20 percent renewable energy for the State of California, and for the purposes of "increasing the diversity, reliability, public health and environmental benefits of the energy mix," the CPUC and the State Energy Resources Conservation and Development Commission implement the California RPS program. This legislation required electricity providers to increase their procurement of renewable energy resources to 20 percent no later than December 31, 2017. In 2007, Governor Schwarzenegger called for an acceleration of the RPS, and signed SB 107 requiring investor owned utilities to have 20 percent of their electricity come from renewable sources by 2010.

*Senate Bill 1*

This 2006 bill enacted Governor Schwarzenegger's Million Solar Roofs program with the overall goal of installing 3,000 MW of solar photovoltaic systems.



### *Senate Bill 1368*

In 2006, the California Legislature passed SB 1368, which requires the CPUC to develop and adopt a “GHGs emission performance standard” by February 1, 2007, for the private electric utilities under its regulation. The CPUC adopted an interim standard on January 25, 2007, but has formally requested a delay for the local publicly owned electric utilities under its regulation. These standards apply to all long-term financial commitments entered into by electric utilities. The CEC was required to adopt a consistent standard by June 30, 2007. However, this date was missed, and the CEC will address the concerns of the Office of Administrative Law (OAL) and resubmit the rulemaking as soon as possible. The rulemaking then must be approved by the OAL before it can take effect.

In the meantime, the CPUC and CEC adopted a preferred loading order to meet goals for satisfying the state’s growing demand for electricity while reducing GHG emissions. The preferred loading order places top priority on first increasing energy efficiency and demand response, then providing new generation from renewable and distributed generation resources, and, lastly, providing clean fossil-fueled generation and infrastructure improvements.

### *Senate Bill 97 – CEQA: Greenhouse Gas Emissions*

In August 2007, Governor Schwarzenegger signed into law SB 97 – CEQA: Greenhouse Gas Emissions. SB 97 requires the Office of Planning and Research (OPR) to prepare, develop, and transmit to the Natural Resources Agency guidelines for the feasible mitigation of GHG emissions or the effects of GHG emissions, as required by CEQA, including but not limited to, effects associated with transportation or energy consumption. The Natural Resources Agency certified and adopted the guidelines on December 31, 2009, and they became effective on March 18, 2010.

### *Senate Bill 375*

This 2008 bill requires the ARB to develop, in consultation with metropolitan planning organizations, passenger vehicle GHG emission reduction targets for 2020 and 2035 by September 30, 2010. Through the SB 375 process, regions will work to integrate development patterns, the transportation network, and other transportation measures and policies in a way that achieves GHG emission reductions while meeting regional planning objectives.

### *Senate Bill 17*

This 2009 bill requires the CPUC (in consultation with the CEC, the California Independent System Operator Corporation (ISO), and other key stakeholders) to determine the requirements for a smart grid deployment plan consistent with the policies set forth in the bill and federal law by July 1, 2010. The bill requires the smart grid to improve overall efficiency, reliability, and cost-effectiveness of electrical system operations, planning, and maintenance. Each electrical corporation must develop and submit a smart grid deployment plan to the CPUC for approval by July 1, 2011.

### *Senate Bill 32*

This 2009 bill requires each local publicly owned electric utility with 75,000 or more retail customers to offer a feed-in tariff for eligible renewable energy facilities up to 3 MW in size until the utility meets its proportionate share of a total statewide cumulative cap of 750 MW. The feed-in tariff price is to reflect the value of every kWh of electricity generated based on the time of delivery. The price may be adjusted based on other attributes of renewable generation. SB 32 also requires IOUs to expand their current feed-in tariffs for eligible renewable energy facilities from 1.5 MW to three MW until the utility meets its proportionate share of a total statewide cumulative cap of 750 MW. Prior to this bill, the statewide cap was 500 MW. The feed-in tariff shall provide performance guarantees for any generator greater than one MW.

### *State CEQA Guidelines – Appendix F*

Section 15126.4 (a)(1) of the State CEQA Guidelines states that an EIR shall describe feasible measures which could minimize significant adverse impacts, including, where relevant, inefficient and unnecessary consumption of energy.

State 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. In addition, though not described as thresholds for determining the significance of impacts, Appendix F seeks inclusion of information in the EIR addressing the following environmental impacts:

- The project's energy requirements and its energy-use efficiencies by amount and fuel type for each stage of the project, including construction, operation, maintenance, and/or removal. If appropriate, the energy intensiveness of materials may be discussed.
- The effects of the project on local and regional energy supplies and on requirements for additional capacity.
- The effects of the project on peak and base period demands for electricity and other forms of energy.
- The degree to which the project complies with existing energy standards.
- The effects of the project on energy resources.

### California Energy Programs and Plans

#### *California Energy Commission: New Solar Homes Partnership*

The New Solar Homes Partnership (NSHP) is a component of the California Solar Initiative and has a goal to produce 400 MWs of solar electricity on approximately 160,000 homes by year 2017. To qualify for the program, a new home must achieve energy efficiency levels greater than the requirements of the year 2005 Building Title 24 Standards. The builder can choose to

comply with either of two tiers of energy efficiency measures: Tier I requires a 15 percent reduction from Title 24 Standards; or Tier II, which requires a 35 percent reduction overall and 40 percent in the building's space cooling (air conditioning) energy compared to Title 24. In addition, all appliances must have an Energy Star rating, which indicates that the appliance is consistent with the international standard for energy efficient consumer products.

*California Air Resources Board: Interim Significance Thresholds*

In October 2008, the ARB released interim guidance on significance thresholds for GHG emissions for industrial, commercial and residential projects. The draft proposal for residential and commercial projects states that a project would not be significant if it complies with a previously approved plan that addresses GHG emissions, or meets an energy use performance standard defined as CEC's Tier II Energy Efficiency goal (specified as 35 percent above Title 24 requirements) along with "as yet to be defined" performance standards for water, waste and transportation or is below an "as yet to be developed" threshold for GHG emissions tons per year. As such, ARB did not establish a threshold of significance.

*California Air Resources Board: Scoping Plan*

In 2008 the ARB adopted the Scoping Plan, as directed by AB 32 that proposed a set of actions designed to reduce overall GHG emissions in California to the levels required by AB 32. The measures in the Scoping Plan approved by the ARB will be in place by year 2012, with further implementation details and regulations to be developed, followed by the rulemaking process to meet the 2012 deadline. Measures applicable to development projects include the following:

- Maximum energy efficiency building and appliance standards, including more stringent building codes and appliance efficiency standards, and solar water heating;
- Use of renewable sources for electricity generation, such as photovoltaic solar associated with the Million Solar Roofs program;
- Regional transportation targets, including integration of development patterns and the transportation network to reduce vehicle travel, as identified in SB 375; and
- Green Building strategy, including siting near transit or mixed use areas; zero-net-energy buildings; "beyond-code" building efficiency requirements; and the use of the CEC's Tier II Energy Efficiency goal.

Relative to transportation, the Scoping Plan includes nine measures or recommended actions. One of these is measure T-3, Regional Transportation-Related Greenhouse Gas Targets, which relies on SB 375 implementation to reduce GHG emissions from passenger vehicles through reducing vehicle miles traveled. The other measures are related to vehicle GHG, fuel and efficiency measures and would be implemented statewide rather than on a project-by-project basis.

## Regional Policies and Regulations

### *SANDAG: Climate Action Strategy*

The SANDAG Climate Action Strategy serves as a guide to help policymakers address climate change as they make decisions to meet the needs of our growing population, maintain and enhance our quality of life, and promote economic stability. The purpose of the strategy is to identify land use, transportation, and other related policy measures that could reduce GHG emissions from passenger cars and light-duty trucks as part of the development of the Sustainable Communities Strategy for the 2050 Regional Transportation Plan in compliance with SB 375. Other policy measures are also identified for buildings and energy use, protecting transportation and energy infrastructures from climate impacts, and to help SANDAG and other local agencies reduce GHG from their operations.

### *SANDAG 2009 San Diego Regional Energy Strategy*

The RES is an important and integral part of the larger San Diego Regional Comprehensive Plan, intended to contain an integrated set of public policies, strategies and action plans to promote a smarter, more sustainable growth for the San Diego region. The following goals were set forth by the RES:

1. Energy Efficiency and Conservation

GOAL: Reduce per capita electricity consumption in the residential and commercial sectors by 20 percent by 2030 in order to keep total electricity consumption flat between now and 2030.

2. Renewable Energy

GOAL: Support the development of renewable energy resources to meet or exceed a 33 percent renewable portfolio standard (RPS) by 2020 and a 45 percent RPS by 2030.

3. Distributed Generation

GOAL: Increase the total amount of clean distributed generation (renewable and non-renewable) to reduce peak demand and diversify electricity resources in the San Diego region.

4. Energy and Water

GOAL: Reduce water-related energy use.

5. Peak Demand

GOAL: Implement cost-effective steps and incentives to utilize demand response and energy efficiency measures to reduce peak demand.

6. The Smart Grid

GOAL: Modernize the electricity grid with smart meters, smart end-use devices, and interactive communication technologies.

7. Natural Gas Power Plants

GOAL: Increase overall efficiency of electricity production and support replacement of inefficient power plants consistent with the state's preferred loading order.

8. Transportation Fuels

GOAL: Substantially increase the deployment of alternative transportation fuels and vehicles.

9. Land Use and Transportation Planning

GOAL: Reduce the energy demand of the built environment through changes in land use and transportation planning.

10. Border Energy

GOAL: Integrate energy considerations into existing and future collaborative border initiatives.

11. Clean Energy Economy

GOAL: Collaborate with workforce entities, employers, and labor unions to identify and expand local job placement mechanisms in the Clean Energy Sector.

Local Policies and Regulations

*United States Mayors Climate Protection Agreement*

The City of San Diego participates in the Cool Cities Program. The Cool Cities Program, in partnership with the International Council on Local Environment Initiatives (ICLEI), adopted a voluntary program that strives to meet sustainable goals by reducing GHG emissions and increasing energy efficiency. The participating cities make commitments to stop global warming by signing the United States Mayors Climate Protection Agreement, and also strive to meet the 2030 Challenge (refer to next section for a detailed description of this program). The Cool Cities Program also encourages its members to gradually achieve and complete five milestones: (1) establish a Cool Cities campaign, (2) engage the community to participate, (3) sign the United States Mayors Climate Protection Agreement, (4) take initial solution steps (initiation of early implementation actions), and (5) ultimately perform a global warming audit by adopting milestone, "Advanced Smart Energy Solutions." The City of San Diego is currently at

Milestone 3 of the possible five milestones by being a signatory to United States Mayors Climate Protection Agreement.

The United States Mayors Climate Protection Agreement attempts to enact policies and programs that would reduce global warming pollution levels to seven percent below year 1990 levels by year 2012, including efforts for conservation, methane (CH<sub>4</sub>) recovery for energy generation, waste to energy, wind and solar energy, fuel cells, efficient motor vehicles, and biofuels. The Agreement also aims to meet or exceed Kyoto Protocol targets for reducing global warming pollution by taking the following 12 actions in participating communities:

1. Inventory global warming emissions in City operations and in the community, set reduction targets, and create an action plan.
2. Adopt and enforce land use policies that reduce sprawl; preserve open space; and create compact, walkable urban communities.
3. Promote transportation options such as bicycle trails, commute-trip reduction programs, incentives for carpooling, and public transit.
4. Increase the use of clean, alternative energy by, for example, investing in “green tags,” advocating for the development of renewable energy resources, recovering landfill methane for energy production, and supporting the use of waste-to-energy technology.
5. Make energy efficiency a priority through building code improvements, retrofitting city facilities with energy efficient lighting, and urging employees to conserve energy and save money.
6. Purchase only Energy Star rated equipment and appliances for City use.
7. Practice and promote sustainable building practices using the U.S. Green Building Council’s Leadership in Energy and Environmental Design (LEED) program or a similar system.
8. Increase the average fuel efficiency of municipal fleet vehicles; reduce the number of vehicles; launch an employee education program including anti-idling messages; convert diesel vehicles to bio-diesel.
9. Evaluate opportunities to increase pump efficiency in water and wastewater systems; recover wastewater treatment methane for energy production.
10. Increase recycling rates in city operations and in the community.
11. Maintain healthy urban forests; promote tree planting to increase shading and to absorb Carbon dioxide (CO<sub>2</sub>).
12. Help educate the public, schools, other jurisdictions, professional associations, business, and industry about reducing global warming pollution.

### *City of San Diego Adopted Sustainable Community Program Indicators*

The City of San Diego adopted a Sustainable Communities Program in 2002, and in 2004 published and adopted numerous sustainable indicators that would measure and ultimately improve the following areas of concern: traffic congestion, beach and bay clean up, sustainable and safe communities, adoption of “living wages,” pursuit of energy independence, adoption of water conservation measures, energy efficiency, and adoption of species conservation plans. These indicators are being implemented by the Climate Protection Action Plan of 2005.

### *City of San Diego: The Climate Protection Action Plan 2005*

In 2005, the City of San Diego adopted its cornerstone document for climate change, the Climate Protection Action Plan 2005 (CPAP). The plan is loosely based on the criteria set by the Cities for Climate Protection Campaign prepared by the ICLEI. The City, a partner of ICLEI, prepared and implemented the program that aims to achieve sustainable development goals. The Plan addresses both GHG from emissions from communities (commercial, industrial, residential, and other) and from operation of the City as a government. The Plan consists of five major elements and depicts their relationship to climate change: Transportation, Energy, Waste, Urban Heat Island Effect, and Environmentally Preferable Purchasing. The City is currently in the progress of updating the CPAP, which will result in a new Climate Mitigation and Adaptation Plan. This plan will expand the scope of the CPAP to develop, evaluate, and implement GHG emission reduction measures and incentive programs to reduce emissions associated with existing operations and development and redevelopment programs within the City.

### *City of San Diego Resolution R-298412 (R-2004-227), 50-Megawatt Renewable Energy Goal*

This resolution establishes the goal for adding 50 MW of renewable energy for City operations by 2013. The City must track and report compliance with this resolution on a quarterly basis.

### *City of San Diego General Plan Conservation Element*

The Conservation Element of the General Plan establishes a series of goals and objectives which are intended to help reduce energy-use impacts of development (City 2008a). While many of these goals and objectives apply to actions to be taken by City government, others represent actions that can be taken by private development such as the proposed project. Applicable energy-related goals and policies include:

#### Climate Change and Sustainable Development Goals and Policies:

*Goal:* To reduce the City's overall carbon dioxide footprint by promoting energy efficiency, alternative modes of transportation, sustainable planning and design, and waste management.

*Goal:* To be prepared for, and able to adapt to adverse climate change impacts.

*Goal:* To become a city that is an international model of sustainable development and conservation.

*Policies:*

- CE-A.5. Employ sustainable or “green” building techniques for the construction and operation of buildings.
- a. Develop and implement sustainable building standards for new and significant remodels of residential and commercial buildings to maximize energy efficiency, and to achieve overall net zero energy consumption by 2020 for new residential buildings and 2030 for new commercial buildings. This can be accomplished through factors including, but not limited to:
    - Designing mechanical and electrical systems that achieve greater energy efficiency with currently available technology;
    - Minimizing energy use through innovative site design and building orientation that addresses factors such as sun-shade patterns, prevailing winds, landscape, and sun-screens;
    - Employing self generation of energy using renewable technologies;
    - Combining energy efficient measures that have longer payback periods with measures that have shorter payback periods;
    - Reducing levels of non-essential lighting, heating and cooling; and
    - Using energy efficient appliances and lighting.
  - b. Provide technical services for “green” buildings in partnership with other agencies and organizations.
- CE-A.7. Construct and operate buildings using materials, methods, and mechanical and electrical systems that ensure a healthful indoor air quality. Avoid contamination by carcinogens, volatile organic compounds, fungi, molds, bacteria, and other known toxins.
- a. Eliminate the use of chlorofluorocarbon-based refrigerants in newly constructed facilities and major building renovations and retrofits for all heating, ventilation, air conditioning, and refrigerant-based building systems.
  - b. Reduce the quantity of indoor air contaminants that are odorous or potentially irritating to protect installers and occupants’ health and comfort. Where feasible, select low-emitting adhesives, paints, coatings, carpet systems, composite wood, agri-fiber products, and others.
- CE-A.8. Reduce construction and demolition waste in accordance with Public Facilities Element, Policy PF-I.2, or by renovating or adding on to existing buildings, rather than constructing new buildings.



- CE-A.9. Reuse building materials, use materials that have recycled content, or use materials that are derived from sustainable or rapidly renewable sources to the extent possible, through factors including:
- Scheduling time for deconstruction and recycling activities to take place during project demolition and construction phases;
  - Using life cycle costing in decision-making for materials and construction techniques. Life cycle costing analyzes the costs and benefits over the life of a particular product, technology, or system;
  - Removing code obstacles to using recycled materials in buildings and for construction; and
  - Implementing effective economic incentives to recycle construction and demolition debris.
- CE-A.10. Include features in buildings to facilitate recycling of waste generated by building occupants and associated refuse storage areas.
- a. Provide permanent, adequate, and convenient space for individual building occupants to collect refuse and recyclable material.
  - b. Provide a recyclables collection area that serves the entire building or project. The space should allow for the separation, collection and storage of paper, glass, plastic, metals, yard waste, and other materials as needed.
- CE-A.11. Implement sustainable landscape design and maintenance.
- a. Use integrated pest management techniques, where feasible, to delay, reduce, or eliminate dependence on the use of pesticides, herbicides, and synthetic fertilizers.
  - b. Encourage composting efforts through education, incentives, and other activities.
  - c. Decrease the amount of impervious surfaces in developments, especially where public places, plazas, and amenities are proposed to serve as recreation opportunities (see also Recreation Element, Policy RE-A.6 and A.7).
  - d. Strategically plant deciduous shade trees, evergreen trees, and drought tolerant native vegetation, as appropriate, to contribute to sustainable development goals.
  - e. Reduce use of lawn types that require high levels of irrigation.
  - f. Strive to incorporate existing mature trees and native vegetation into site designs.
  - g. Minimize the use of landscape equipment powered by fossil fuels.

- h. Implement water conservation measures in site/building design and landscaping.
- i. Encourage the use of high efficiency irrigation technology, and recycled site water to reduce the use of potable water for irrigation. Use recycled water to meet the needs of development projects to the maximum extent feasible (see Policy CE-A.12).

CE-A.12: Reduce the San Diego Urban Heat Island, through actions such as:

- Using cool roofing materials, such as reflective, low heat retention tiles, membranes and coatings, or vegetated eco-roofs to reduce heat build-up;
- Planting trees and other vegetation, to provide shade and cool air temperatures. In particular, properly position trees to shade buildings, air conditioning units, and parking lots; and
- Reducing heat build-up in parking lots through increased shading or use of cool paving materials as feasible (see also Urban Design Element, Policy UD-A.12).

Sustainable Energy Goals and Policies:

*Goal:* An increase in local energy independence through conservation, efficient community design, reduced consumption, and efficient production and development of energy supplies that are diverse, efficient, environmentally-sound, sustainable, and reliable.

*Policies:*

CE-I.4: Maintain and promote water conservation and waste diversion programs to conserve energy.

CE-I.5: Support the installation of photovoltaic panels, and other forms of renewable energy production.

- b. Promote the use and installation of renewable energy alternatives in new and existing development.

CE-I.7: Pursue investments in energy efficiency and direct sustained efforts towards eliminating inefficient energy use.

CE-I.8: Improve fuel-efficiency to reduce consumption of fossil fuels.

CE-I.10: Use renewable energy sources to generate energy to the extent feasible.

## 5.6.2 Impact

**Issue 1: Would the construction and operation of the proposed project result in the use of excessive amounts of electrical power?**

**Issue 2: Would the project result in the use of excessive amounts of fuel or other forms of energy (including natural gas, oil, etc.)**

### **Impact Threshold**

Neither the State CEQA Guidelines Appendix G nor the City of San Diego's CEQA Significance Determination Thresholds (2007) contain specific thresholds to identify when a significant energy-use impact has occurred. State CEQA Guidelines Appendix F, Energy Conservation, provides direction as to the type of information, analysis, and mitigation that should be considered in evaluating a proposed project, but does not provide specific energy conservation thresholds.

Other guidance on the content and standards for EIR energy evaluations has come from recent case law. On August 27, 2009, the Court of Appeal, Third District Appellate District in California issued the first ever CEQA decision on what an energy conservation impacts analysis can entail in the case of *Tracy First v. City of Tracy, et al.* In this case, the court ruled it was appropriate for the EIR to rely upon the CBC Energy Efficiency Standards, which are part of the State's Title 24 Building Code, to determine that the project's energy impacts would be less than significant. The Court also held that CEQA does not require that an EIR discuss "every possible energy impact or conservation measure" listed in Appendix F of the State CEQA Guidelines (Owsowitz, Sabey, Zischke 2009).

For the purposes of this EIR, and in accordance with Appendix F of the State CEQA Guidelines and recent case law, the proposed project would result in a significant impact to energy conservation if it would:

- Cause wasteful, inefficient, and unnecessary consumption of energy during project construction, operation, and/or maintenance; and/or
- Conflict with or exceed the CBC Energy Efficiency Standards, the 2009 *San Diego Regional Energy Strategy* renewable energy goals, City of San Diego *General Plan Conservation Element* goals, the ARB passenger vehicle GHG emission reduction targets for 2020 and 2035, or any other applicable energy conservation regulations.

### **Impact Analysis**

Per Appendix F of the State CEQA Guidelines, energy conservation impacts were analyzed by estimating project energy requirements by amount and fuel type, along with project compliance with regulatory requirements. These data were used to evaluate the project's effects on energy resources and the degree to which the project complies with existing energy standards. While both potential land use development scenarios are collectively addressed with regard to construction impacts, the CBF plus hotel, commercial, and industrial office/warehouse scenario would require greater energy use and water consumption, and would have more net trips than the

CBF plus industrial office/warehouse scenario; thus, it is analyzed as the worst-case scenario for the operational energy demand impacts.

### Construction Impacts

Project construction would require the use of construction equipment for finish grading, hauling, and building activities. Construction equipment would require the use of gasoline, oil, and other possible fuel sources to operate. The number and origin of construction equipment, delivery trucks, and construction worker vehicles cannot be forecasted with accuracy as it would depend largely on the contractor and the sources from which construction material would be delivered. Since construction-phase energy cannot be accurately quantified, a qualitative analysis of construction-phase energy impacts is provided below.

### *Energy Consumption*

The project site is currently rough graded and would only require finish grading during the construction process. Construction of the project would incorporate on-site energy conservation and demand-side management features, including the limiting of trucks and construction equipment idle times to reduce fuel consumption and pollutant emissions. The following practices would be implemented during the project construction to reduce waste and energy consumption:

- Minimizing equipment and truck idling;
- Review construction and demolition materials to identify which may be reused or recycled on site;
- Establish and maintain a recycling program through the waste management company for construction debris; and
- Minimize over-purchasing of construction materials to lower the amount of materials taken to recycling and disposal facilities.

According to the Waste Management Plan and project conditions of approval prepared for the project, the project would implement waste reduction rate goals of 75 percent for the main CBF building and parking structure, 65 percent for future individual on-site developments of less than three acres, and 75 percent for future individual sites larger than three acres, with a minimum of 90 percent of off-site disposal of all construction, demolition, and land-clearing waste to be diverted from landfills through salvage, reuse, and recycling. Upon implementation of these practices, the project's construction-phase impacts to unnecessary consumption of energy would be less than significant.

### *CBC and Regulatory Compliance*

The proposed project, like all projects within the City of San Diego, would be required to comply with CBC Energy Efficiency Standards, in addition to all other city, state, and federal energy conservation measures during the construction phase. Therefore, the proposed project would not conflict with the CBC, and no impact would occur.

Operational Impacts

*Energy Consumption*

The subdivided lots on the project site do not currently generate any electric, natural gas, water, wastewater, or other energy demands, as it is a vacant, graded property. Therefore, the baseline demand for these energy uses is zero in this analysis.

*Electric Energy*

As discussed in Section 5.5, *Greenhouse Gas Emissions*, estimated annual electricity usage for the CBF development project is based on the following annual rates:

- Commercial: 13.63 kWh per SF
- Retail: 14.06 kWh per SF
- Industrial office/warehouse: 4.45 kWh per SF
- Hotel: 12.13 kWh per SF

Utilizing these projections, the project’s estimated electricity demand can be approximated as shown in Table 5.6-6, *Estimated Annual Project Electricity Demand Generation by Land Use Type*.

<b>Table 5.6-6 ESTIMATED ANNUAL PROJECT ELECTRICITY DEMAND GENERATION BY LAND USE TYPE</b>					
<b>Generation Rate (kWh/SF)</b>	<b>CBF (gross SF)</b>	<b>Commercial (gross SF<sup>1</sup>)</b>	<b>Hotel (gross SF)</b>	<b>Industrial (gross SF)</b>	<b>TOTAL kWh</b>
Commercial – 13.63	95,000	--	--	--	--
Retail – 14.06	--	40,000	--	--	--
Hotel – 12.13	--	--	150,000	--	--
Industrial Office/Warehouse – 4.45	--	--	--	402,000	--
<b>Total (kWh)</b>	<b>1,294,850</b>	<b>562,400</b>	<b>1,819,500</b>	<b>1,788,900</b>	<b>5,465,650</b>

Source: SRA 2011  
 kWh = kilowatt hours; SF= square feet

Future electrical energy demand at project buildout is estimated at 5,465,650 kWh/year. Estimates for commercial, retail, hotel, and industrial office/warehouse uses factor in parking.

*Natural Gas*

The proposed project’s natural gas usage was calculated based on the following estimated annual natural gas consumption rates:

- Commercial: 0.26 therms per SF
- Retail: 0.05 therms per SF

- Hotel: 0.42 therms per SF
- Industrial office/warehouse: 0.21 therms per SF

Utilizing these rates, the project’s estimated electricity demand can be approximated as presented in Table 5.6-7, *Estimated Annual Project Worst-Case Natural Gas Demand Generation by Land Use Type*

<b>Generation Rate (therms per SF)</b>	<b>CBF (gross SF)</b>	<b>Commercial (gross SF<sup>1</sup>)</b>	<b>Hotel (gross SF)</b>	<b>Industrial (gross SF)</b>	<b>TOTAL (therms)</b>
Commercial – 0.26	95,000	--	--	--	--
Retail – 0.05	--	40,000	--	--	--
Hotel – 0.42	--	--	150,000	--	--
Industrial Office/Warehouse – 0.21	--	--	--	402,000	--
<b>Total (therms)</b>	<b>24,700</b>	<b>2,000</b>	<b>63,000</b>	<b>84,420</b>	<b>174,120</b>

Source: SRA 2011  
 SF= square feet  
<sup>1</sup> Includes parking lots

Future natural gas demand at project buildout is estimated at 174,120 therms per year.

*Water (including Wastewater)*

Energy is used in the conveyance, treatment, and distribution of water. Therefore, there is a certain amount of energy use in every unit of water utilized by a project. This is known as the embedded energy for various water uses. The CEC established a benchmark for evaluating the relative values of proxy energy use values per water use, estimating the amount of energy needed for each segment of the water use cycle in terms of the number of kWh needed to collect, extract, convey, treat, and distribute one million gallons (MG) of water, and the number of kWh needed to treat and dispose of the same quantity of wastewater. Table 5.6-8, *CEC-recommended Water Energy Proxies for Southern California*, shows the CEC’s recommended water energy proxies for southern California based on the water-use cycles for indoor and outdoor uses.

Water-Use Cycle	Indoor Uses kWh/MG	Outdoor Uses kWh/MG
Water Supply and Conveyance	9,727	9,727
Water Treatment	111	111
Water Distribution	1,272	1,272
Wastewater Treatment	1,911	0
<b>Regional Total</b>	<b>13,021</b>	<b>11,110</b>

Source: CEC 2006  
 kWh = kilowatt hours; MG = million gallons

Applying the typical embedded energy factor for indoor use given by the CEC and an estimated potable water demand of 98.6 acre-feet per year (AFY; OWD 2010a), future water-related energy demand at project buildout is estimated at 32.12 MG per year, with embedded energy of 418.23 megawatt-hours (MWh) per year. These estimates are based on the land use potable water demand projection criteria in the updated 2009 OWD WRMP, as discussed further in Section 5.8, *Public Utilities*, and the San Diego-Tijuana Cross Border Facility – Projected Water Demand Scenarios (PBS&J 2011).

*Transportation*

Energy is also used for transportation, in the form of fuel for vehicular trips. At project buildout, a total of 46,691 ADT would be generated by the project, assuming the CBF plus hotel, commercial and industrial office/warehouse scenario, with 2,313 trips in the AM peak period and 2,547 trips in the PM peak period (see Section 5.2, *Transportation/Circulation*).

According to the U.S. Department of Transportation’s (USDOT) Bureau of Transportation Statistics (BTS), the average U.S. passenger car fuel efficiency in 2007 was 22.5 mpg for passenger cars, and 18.0 for other two-axle, four-tire vehicles (USDOT 2010).

Because the applicant does not have direct control over the types of vehicles or emission/fuel standards, a quantitative analysis of the project’s vehicle fuel consumption would be too speculative. However, vehicles used and vehicle trips associated with the proposed project would be subject to state and federal regulatory requirements addressing fuel efficiency, which would be expected to increase fuel efficiency over time. As discussed above under Regulatory Framework, the federal CAFE standards, EO S-1-07 LCFS, and AB 1493 fuel efficiency standard (analogous to the federal CAFE standard), as well as light/heavy vehicle efficiency/hybridization programs, all contribute to increased fuel efficiency, and therefore will reduce vehicle fuel energy consumption rates over time. The project design also includes a number of measures intended to improve transportation-related fuel energy efficiency, as outlined below. Based on these considerations and the fact that all vehicles utilized as a part of the proposed project would be subject to compliance with all applicable local, state, and federal

regulatory requirements regarding vehicle fuel efficiency, the project's vehicle-fuel related impacts to energy would be less than significant.

### *Project Design Features*

Actual future energy use is projected to be less than the estimated amounts for project buildout discussed above, due to energy conservation design features integrated into the proposed project, which include:

#### Transportation/Fuel Energy Efficiency:

- Project streets are designed to connect with other existing and planned streets to increase efficient circulation throughout the project area.
- To encourage bicycle use on site and as a transportation mode for commuting, short-term bicycle parking would be provided via bike racks conveniently located throughout the project site.
- Project design would include bus, van, and taxi drop-off opportunities to promote efficient circulation and reduce idling.

#### Water/Wastewater Energy Efficiency:

- The project would support water conservation by adhering to California Building Code requirements for water-conserving plumbing.
- Implementation of a water conservation plan, including measures such as use of native and/or drought-tolerant landscaping, irrigation management (e.g., use of pressure/moisture sensors and shut-off valves), public/tenant water conservation education, and restrictions on practices such as wet washing of equipment and paved areas.
- Use of recycled water for purposes such as landscape irrigation and industrial applications to the maximum extent feasible.
- Landscaping would be designed, installed and maintained in accordance with General Plan Policy UD-A.8.
- During Phase I of operations, surface parking areas would be landscaped in accordance with the City Landscape Regulations of the LDC.
- All landscape and irrigation would conform to the standards set forth in the City of San Diego Land Development Manual and other applicable City and regional standards. All plant material would be grouped according to similar water use and maintenance requirements, and conform to American Nursery and Landscape Association (ANLA) standards.



- Drought-tolerant plant materials would be incorporated into the landscape plan.
- Irrigation systems for all landscaped areas would utilize controllers that respond to local climactic conditions and monitor potential breakages to prevent wasted water.

Solid Waste Energy Efficiency:

- The project would implement a Waste Management Plan (WMP) to reduce waste deposited in landfills.
- The CBF and associated uses would be required to meet the guidelines set forth by state regulations and City of San Diego LDC requirements regarding solid waste management and recycling.
- In compliance with the City's Recycling Ordinance, the project would provide dedicated areas for the collection of refuse and recyclable materials and would ensure a collection service be provided for project operation.

Sustainable Design Energy Efficiency:

- Installation of energy-efficient lighting and lighting control systems, including limited hours of operation of outdoor lighting.
- Installation of energy-efficient heating and cooling systems, appliances and equipment, and control systems.
- The project includes project design features to minimize potential "Urban Heat Island Effects," including use of cool-type roofs and thermal efficient glazing/fenestration systems, and provision of tree-lined, shaded streets.

The proposed project design features were developed to be consistent with the Conservation Element of the General Plan and the Community Plan. As noted in Section 5.5, *Greenhouse Gas Emissions*, the project would exceed 2005 California Title 24 Energy Efficiency Requirements by a minimum of 15 percent by implementing Title 24 requirements (as of 2008). Like all projects within the City, the project would be required to comply with all other city, state, and federal energy conservation measures during the operational phase. A policy-by-policy analysis of the project's consistency with applicable General Plan and Community Plan policies is located in Table 5.1-1, *City of San Diego Land Use Goals, Objectives, and Policies Consistency Evaluation*, in Section 5.1, *Land Use*, of this EIR. Other project impacts related to greenhouse gases are discussed in Section 5.5 of this EIR.

Natural gas, electricity, water, and vehicle fuel would be used for the operation of the proposed development. The project would utilize building materials and insulation in accordance with the California Building Code requirements, reducing the unnecessary loss of energy. The project would include energy-conserving project design features related to transportation and fuel energy efficiency, water and wastewater energy efficiency, solid waste energy efficiency, and energy

efficiency through sustainable design, as listed above. Development would not require the use of new sources of energy, and would not conflict with any adopted energy conservation plans. Therefore, energy impacts related to project operations would be less than significant.

### **Significance of Impact**

Construction of the project would incorporate on-site energy conservation and demand-side management features as described above, including the limiting of trucks and construction equipment idle times to reduce fuel consumption and pollutant emissions. Project construction would be required to comply with all applicable local, state, and federal regulatory requirements regarding energy conservation. Therefore, construction-phase impacts related to energy conservation would be less than significant.

Upon implementation of the proposed energy-related project design features, the proposed project would reduce its energy demand in compliance with local, state, and federal regulations. The project would not conflict with any adopted energy conservation plans, and development would not require new sources of energy. Therefore, operational-phase impacts related to energy conservation would be less than significant.

### **Mitigation, Monitoring, and Reporting**

No mitigation measures would be required.

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## 5.7 PALEONTOLOGICAL RESOURCES

### 5.7.1 Existing Conditions

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.

#### Project Site

Based on a Preliminary Geotechnical Report prepared for the proposed development (Kleinfelder 2009a and contained in Appendix C), the project site includes a 4- to 5.5-foot thick cap of imported fill and is underlain by re-compacted topsoil fill, Pleistocene-age (between approximately 11,000 and 2 million years old) terrace deposits, and the Pliocene-age (between approximately 2.6 and 5.3 million years old) Otay Formation. Geotechnical exploration at the site in 2007 (i.e., after placement of the imported fill cap) included 14 test pits excavated to depths of between approximately 4.5 and 10 feet below the surface. Terrace deposits were encountered in six of these excavations at depths of between 4 and 8 feet, with all except one of these pits located in the northern portion of the project site (Kleinfelder 2009a). The Otay Formation was not encountered in any of the described test pits, or in previous on-site excavations extending to depths of approximately 16 feet (Kleinfelder 2009a). The Pleistocene-age terrace deposits consist of an upper, 1- to 9-foot thick layer of sandy clay to clayey sand, and an underlying clayey to sandy unit with abundant gravel and cobbles extending to depths of at least 16 feet. The Otay Formation typically consists of interbedded coarse-grained sandstone, siltstone and claystone (CGS 2008). The Otay Formation has been evaluated for paleontological resource potential and assigned a high paleontological resource sensitivity by the City of San Diego (2011), based on known occurrences of important fossils (including numerous vertebrates). While fossil occurrences in Pleistocene terrace deposits are generally uncommon in San Diego County, important discoveries (including vertebrates) have been encountered in several locations, with these materials assigned a moderate potential in the project site vicinity by the City (2011).

#### Off-site Traffic Mitigation Areas

Implementation of proposed traffic mitigation identified in Section 3.2.3, *Circulation/Access*, of this report could potentially result in direct impacts to paleontological resources that occur off-site and adjacent to existing roads in the Otay Mesa community. Specifically, proposed mitigation measures Tra-3, Tra-6/~~24~~23, Tra-12, and Tra-17, as outlined below, would require the construction of additional travel lanes or roadway widening where insufficient pavement exists today to accommodate the identified improvements:

- Tra-3 (Siempre Viva Road between Otay Pacific Drive and Britannia Boulevard)
- Tra-6/~~24~~23 (Britannia Boulevard between Airway Road and Siempre Viva Road)

- Tra-12 (Siempre Viva Road between Otay Pacific Drive and Las Californias Drive)
- Tra-17 (Otay Mesa Road between SR-905 southbound ramp and La Media Road)

Mapped geologic formations in all of the listed off-site traffic mitigation areas encompass the Pleistocene-age Lindavista Formation, with the previously described Otay Formation also present along the east end of Tra-17 and likely underlying all of the listed sites at depth (California Geological Survey [CGS], formerly the California Division of Mines and Geology [CDMG] 1977). The Lindavista Formation typically includes interbedded marine and non-marine sandstone and conglomerate units, and is locally assigned a moderate paleontological resource sensitivity by the City of San Diego (2011).

## 5.7.2 **Impact**

### **Issue 1: Would the proposal result in the loss of significant paleontological resources?**

#### **Impact Threshold**

The City of San Diego Significance Determination Thresholds (2011) assess potential impacts to moderate and high sensitivity geologic formations as follows: (1) significant impacts to high sensitivity geologic formations would occur if proposed grading involves more than 1,000 cubic yards (cy) of material and extends to depths of 10 feet or more; and (2) significant impacts to moderate sensitivity geologic formations would occur if proposed grading involves more than 2,000 cy of material and extends to depths of 10 feet or more.

#### **Project Site Impacts**

Both potential land use development scenarios are collectively addressed herein, with no land use scenario having a significantly greater potential for paleontological resources impacts than the other (given that both scenarios would involve disturbing the same amount of land on site). No worst-case scenario is therefore identified.

As noted in the Environmental Setting, the project site has previously been disturbed by grading activities, including the placement of fill. Based on preliminary design information, project-related grading and excavation is anticipated to encompass the following parameters: (1) overall site grading would be generally surficial in nature, with grading to be contained within the 4- to 5.5-foot fill cap noted above and intended to address conditions such as finished building pads and surface drainage; (2) excavations for structure foundations and footings within the project site are anticipated to extend to depths of approximately 3 to 4 feet and would be contained within the existing fill cap; (3) excavations for subsurface utilities within the site would involve depths of approximately 8 to 10 feet below the surface, and would extend below the existing fill cap; and (4) on-site excavations for the pedestrian bridge support structures (bents) would entail depths of approximately 8 to 10 feet below the surface, and would extend below the existing fill cap (Latitude 33 2011a, 2010a; Simon Wong Engineering 2011, 2009; Stantec 2011).

As a result of the described subsurface conditions and preliminary grading assumptions, project-related excavation would locally extend below the existing fill cap and encounter the underlying Pleistocene terrace deposits, but would not affect the Otay Formation (Kleinfelder 2009a). While

excavation into the terrace deposits would generally be limited to approximately 2.5 to 6 feet (i.e., due to the presence of the 4- to 5.5-foot fill cap), these grading and excavation assumptions are preliminary in nature, and could potentially be modified during final design. Accordingly, the previously noted City Significance Determination Threshold for moderate sensitivity geologic formations could potentially be exceeded (during one or more of the proposed project development phases, resulting in significant impacts to associated paleontological resources.

#### Impacts of Off-site Traffic Mitigation

Grading activities at the off-site traffic mitigation areas to be implemented as part of the proposed project (Tra-3, Tra-6/2123, Tra-12, and Tra-17) would be minor in nature and extent, based on the scope of the associated improvements (i.e., minor widening of existing roadways), and would not require more than 1,000 or 2,000 cubic yards of excavation at depths of 10 feet (i.e., depending on the presence of moderate and/or high sensitivity formations). If future SDPs are requested for other off-site traffic improvements identified in Section 5.2 for Existing Plus Project, Phase 1 or Phase 2 conditions, it is assumed that grading would be minimal. Accordingly, these activities would not have the potential to exceed the noted City thresholds for moderate or high sensitivity formations, and no significant impacts would result.

#### **Significance of Impacts**

While project-related excavation within the moderately sensitive Pleistocene terrace deposits would generally be limited to depths of approximately 2.5 to 6 feet, current grading plans are preliminary in nature. Accordingly, the associated City Significance Determination Thresholds for moderate sensitivity geologic formations could potentially be exceeded at the project site, resulting in significant impacts to paleontological resources within the Pleistocene terrace deposits. Associated mitigation in the form of monitoring and (if applicable) resource recovery (per standard City paleontological mitigation requirements) would therefore be required, as outlined below.

No significant impacts to paleontological resources would occur at any of the off-site traffic mitigation areas to be implemented as part of the proposed project (Tra-3, Tra-6/2123, Tra-12, and Tra-17), based on the anticipated limited nature and extent of associated grading. Accordingly, no related mitigation would be required.

#### **Mitigation, Monitoring and Reporting**

Potential impacts to paleontological resources caused by development of the project site would be reduced to below a level of significance through implementation of the following mitigation measure:

**Paleo – 1** During the phased project development period, grading and excavation activities may potentially affect the moderate-sensitivity Pleistocene terrace deposits within the project site, particularly in association with construction of the Cross Border Facility and the related pedestrian bridge. The excavation process for phased project grading in applicable locations shall be regularly monitored, and the results reported to the City Mitigation Monitoring Coordinator (MMC) by qualified paleontologists, as outlined below.

If, during subsequent development and review of project grading and excavation plans, it is determined by appropriate City and technical personnel that project development in any individual phase would not exceed the noted threshold, the following mitigation requirements may be reduced or eliminated at the discretion of the City.

## **I. Prior to Permit Issuance**

### **A. Entitlements Plan Check**

1. Prior to issuance of any construction permits, including but not limited to, the first Grading Permit, Demolition Plans/Permits and Building Plans/Permits or a Notice to Proceed for Subdivisions, but prior to the first preconstruction (Precon) meeting, whichever is applicable, the Assistant Deputy Director (ADD) Environmental designee shall verify that the requirements for Paleontological Monitoring have been noted on the appropriate construction documents.

### **B. Letters of Qualification have been submitted to ADD**

1. Due to the phased nature of proposed development, each individual project phase may require a focused mitigation program. For each excavation phase, the applicant shall submit a letter of verification to the Mitigation Monitoring Coordination (MMC) identifying the Principal Investigator (PI) for the project and the names of all persons involved in the paleontological monitoring program, as defined in the City of San Diego Paleontology Guidelines.
2. The MMC will provide a letter to the applicant confirming the qualifications of the PI and all persons involved in the paleontological monitoring of the project for each development phase.
3. Prior to the start of work, the applicant shall obtain approval from the MMC for any personnel changes associated with the monitoring program.

## **II. Prior to Start of Construction**

### **A. Verification of Records Search**

1. The PI shall provide verification to the MMC that a site specific records search has been completed. Verification includes, but is not limited to a copy of a confirmation letter from the San Diego Natural History Museum, other institution or, if the search was in-house, a letter of verification from the PI stating that the search was completed.
2. The letter shall introduce any pertinent information concerning expectations and probabilities of discovery during trenching and/or grading activities.

## B. PI Shall Attend Precon Meetings

1. For each development phase, and prior to beginning any work that requires monitoring, the Applicant shall arrange a Precon Meeting that shall include the PI, Construction Manager (CM) and/or Grading Contractor, Resident Engineer (RE), Building Inspector (BI), if appropriate, and MMC. The qualified paleontologist shall attend any grading/excavation related Precon Meetings to make comments and/or suggestions concerning the Paleontological Monitoring program with the CM and/or Grading Contractor.
  - a. If the PI is unable to attend the Precon Meeting, the Applicant shall schedule a focused Precon Meeting with the MMC, PI, RE, CM or BI, if appropriate, prior to the start of any work that requires monitoring.
2. Identify Areas to be Monitored  
Prior to the start of any work that requires monitoring for a given phase of site development, the PI shall submit a Paleontological Monitoring Exhibit (PME) based on the appropriate construction documents (reduced to 11x17) to the MMC identifying the areas to be monitored including the delineation of grading/excavation limits. The PME shall be based on the results of a site specific records search as well as information regarding existing known soil conditions (native or formation).
3. When Monitoring Will Occur
  - a. Prior to the start of any work for a given phase of site development, the PI shall also submit a construction schedule to the MMC through the RE indicating when and where monitoring will occur.
  - b. The PI may submit a detailed letter to the MMC prior to the start of work or during construction requesting a modification to the monitoring program. This request shall be based on relevant information such as review of final construction documents which indicate conditions such as depth of excavation and/or site graded to bedrock, presence or absence of fossil resources, etc., which may reduce or increase the potential for resources to be present.

## III. During Construction

### A. Monitor Shall be Present During Grading/Excavation/Trenching

1. The monitor shall be present full-time during grading/excavation/trenching activities for each project phase as identified on the PME that could result in impacts to formations with moderate resource sensitivity (Pleistocene terrace deposits). **The CM is responsible for notifying the RE, PI, and MMC of changes to any construction activities such as in the case of a potential safety concern within the area being monitored. In certain circumstances Occupational Safety and Health Administration (OSHA) safety requirements may necessitate modification of the PME.**



2. The PI may submit a detailed letter to MMC during construction requesting a modification to the monitoring program when a field condition such as trenching activities that do not encounter formational soils as previously assumed, and/or when unique/unusual fossils are encountered, which may reduce or increase the potential for resources to be present.
3. The monitor shall document field activity via the Consultant Site Visit Record (CSVR). The CSVRS shall be faxed by the CM to the RE the first day of monitoring, the last day of monitoring, monthly (**Notification of Monitoring Completion**), and in the case of ANY discoveries. The RE shall forward copies to the MMC.

B. Discovery Notification Process

1. In the event of a discovery, the Paleontological Monitor shall direct the contractor to temporarily divert trenching activities in the area of discovery and immediately notify the RE or BI, as appropriate.
2. The Monitor shall immediately notify the PI (unless Monitor is the PI) of the discovery.
3. The PI shall immediately notify the MMC by phone of the discovery, and shall also submit written documentation to the MMC within 24 hours by fax or email with photos of the resource in context, if possible.

C. Determination of Significance

1. The PI shall evaluate the significance of the resource.
  - a. The PI shall immediately notify the MMC by phone to discuss significance determination and shall also submit a letter to the MMC indicating whether additional mitigation is required. The determination of significance for fossil discoveries shall be at the discretion of the PI.
  - b. If the resource is significant, the PI shall submit a Paleontological Recovery Program (PRP) and obtain written approval from the MMC. Impacts to significant resources must be mitigated before ground disturbing activities in the area of discovery will be allowed to resume.
  - c. If the resource is not significant (e.g., small pieces of broken common shell fragments or other scattered common fossils) the PI shall notify the RE, or BI as appropriate, that a non-significant discovery has been made. The Paleontologist shall continue to monitor the area without notification to the MMC unless a significant resource is encountered.
  - d. The PI shall submit a letter to the MMC indicating that fossil resources will be collected, curated, and documented in the Final Monitoring Report. The letter shall also indicate that no further work is required.

#### **IV. Night and/or Weekend Work**

- A. If night and/or weekend work is included in the contract
  - 1. When night and/or weekend work is included in the contract package, the extent and timing shall be presented and discussed at the Precon meeting.
  - 2. The following procedures shall be followed.
    - a. No Discoveries
    - b. In the event that no discoveries were encountered during night and/or weekend work, The PI shall record the information on the CSV and submit to the MMC via fax by 8 AM on the next business day.
    - c. Discoveries
    - d. All discoveries shall be processed and documented using the existing procedures detailed in Section III - During Construction.
    - e. Potentially Significant Discoveries
    - f. If the PI determines that a potentially significant discovery has been made, the procedures detailed under Section III - During Construction shall be followed.
    - g. The PI shall immediately contact the MMC, or by 8 AM on the next business day to report and discuss the findings as indicated in Section III-B, unless other specific arrangements have been made.
- B. If night work becomes necessary during the course of construction
  - 1. The Construction Manager shall notify the RE, or BI, as appropriate, a minimum of 24 hours before the work is to begin.
  - 2. The RE, or BI, as appropriate, shall notify the MMC immediately.
- C. All other procedures described above shall apply, as appropriate.

#### **V. Post Construction**

- A. Preparation and Submittal of Draft Monitoring Reports
  - 1. The PI shall submit two copies of the Draft Monitoring Report (even if negative) for each development phase, prepared in accordance with the Paleontological Guidelines which describes the results, analysis, and conclusions of all phases of the Paleontological Monitoring Program (with appropriate graphics) to the MMC for review and approval within 90 days following the completion of monitoring,
    - a. For significant paleontological resources encountered during monitoring, the Paleontological Recovery Program shall be included in the Draft Monitoring Reports.
    - b. Recording Sites with the San Diego Natural History Museum
    - c. The PI shall be responsible for recording (on the appropriate forms) any significant or potentially significant fossil resources encountered during the Paleontological Monitoring Program in accordance with the

- City's Paleontological Guidelines, and submittal of such forms to the San Diego Natural History Museum with the Final Monitoring Report.
2. The MMC shall return the Draft Monitoring Reports to the PI for revision or for preparation of the Final Reports.
  3. The PI shall submit revised Draft Monitoring Reports to MMC for approval.
  4. The MMC shall provide written verification to the PI of the approved reports.
  5. The MMC shall notify the RE or BI, as appropriate, of receipt of all Draft Monitoring Report submittals and approvals.

B. Handling of Fossil Remains

1. The PI shall be responsible for ensuring that all fossil remains collected are cleaned and catalogued.
2. The PI shall be responsible for ensuring that all fossil remains are analyzed to identify function and chronology as they relate to the geologic history of the area; that faunal material is identified as to species; and that specialty studies are completed, as appropriate

C. Curation of fossil remains: Deed of Gift and Acceptance Verification

1. The PI shall be responsible for ensuring that all fossil remains associated with the monitoring for this project are permanently curated with an appropriate institution.
2. The PI shall include the Acceptance Verification from the curation institution in the Final Monitoring Report submitted to the RE or BI and MMC.

D. Final Monitoring Reports

1. The PI shall submit two copies of the Final Monitoring Reports to the MMC (even if negative), within 90 days after notification from the MMC that the draft reports have been approved.
2. The RE shall, in no case, issue the Notice of Completion until receiving a copy of the approved Final Monitoring Reports from the MMC which includes the Acceptance Verification from the curation institution.

## 5.8 PUBLIC UTILITIES

Public utilities technical studies prepared for the proposed project include a Water Supply Assessment (Otay Water District [OWD] 2010a), a Sewer Study (Latitude 33 Planning and Engineering [Latitude 33] 2010b), and a Waste Management Plan (Latitude 33 2011f). In addition, letter reports have been prepared to address the applicability of pertinent technical study conclusions to the current project description identified in Section 3.2, *Project Characteristics and Components* (PBS&J 2011, Latitude 33 2011d and 2011e). The listed technical studies and letter reports are summarized below along with other applicable information, with the complete documents included in Appendices D, E and F.

### 5.8.1 Existing Conditions

#### **Water Supplies and Conservation**

Water service to the site is provided by the OWD, which has a service area of over 125 square miles (80,140 acres) in southeastern San Diego County (including eastern Otay Mesa). Potable water delivered to the OWD is purchased from the San Diego County Water Authority (SDCWA) and the Helix Water District (HWD). The SDCWA is a wholesale water agency providing imported water to 23 member agencies in San Diego County (including the OWD and HWD), and in turn purchases water from the Metropolitan Water District of Southern California (MWD).

Potential water supply offsets such as conservation and water reclamation have only relatively recently entered the water supply picture, and even the most optimistic projections credit those offsets with no more than 20 to 25 percent of total demand. The San Diego region will therefore likely continue to rely heavily on imported water supplies into the foreseeable future (City of San Diego 2010a). Below is a summary of the noted water supply sources, followed by descriptions of events potentially affecting these sources and site-specific historical water use.

#### Metropolitan Water District of Southern California

MWD is a consortium of 26 cities and water districts that provides potable water to nearly 19 million people in parts of Los Angeles, Orange, San Diego, Riverside, San Bernardino, and Ventura counties. MWD currently delivers an average of 1.7 billion gallons of water per day within a 5,200-square-mile service area (MWD 2010a). MWD imports water from two sources, the Colorado River (via the Colorado River Aqueduct [CRA]) and the State Water Project (SWP). The CRA is owned and operated by MWD, and extends approximately 242 miles from the Colorado River at Lake Havasu to Lake Matthews in Riverside County. From there, a series of canals, siphons, pipelines and pump stations moves water west to several MWD reservoirs for local distribution (MWD 2010b). The principal structure conveying water south in the SWP, the California Aqueduct, extends approximately 444 miles south from the Sacramento-San Joaquin Delta (along with a series of related dams/reservoirs, pumping plants, canals and siphons, MWD 2008). The California Aqueduct conveys SWP water into northern San Diego County via two aqueducts encompassing five large-diameter pipelines, with a sixth pipeline currently under evaluation. The SDCWA takes ownership of these facilities just south of the County line, and conveys SWP water further south for distribution to member agencies (including the OWD).

Additional water sources currently or potentially available to MWD include local supplies, groundwater banking, water transfers, and seawater desalination, with all MWD water sources supplemented by conservation efforts such as public education programs and rebates for high efficiency appliances and landscaping.

Through its 2010 Integrated Resources Plan (IRP), MWD identifies a mix of imported and local resources to provide long-term water supplies, including a planning buffer intended to address potential future supply and demand fluctuations. With proper management, identified supplies (including the noted planning buffer) are anticipated to meet future long-term demands in southern California, including San Diego County (OWD 2010a).

### San Diego County Water Authority

The SDCWA supplies water to the western third of San Diego County, including the project area. As indicated in the SDCWA *Updated 2005 Urban Water Management Plan (UWMP)*, total water use in the SDCWA service area for fiscal year 2005 was 642,152 acre-feet<sup>1</sup> (AF), with approximately 37,787 AF (13.4 percent) of this delivered to the OWD (SDCWA 2007). On average, approximately 80 percent of the water delivered by the SDCWA is derived from MWD via the previously described SWP and CRA (SDCWA 2010). Since 1980, local supplies have accounted for between 5 and 36 percent (24,000 to 174,000 AF) of water delivered by the SDCWA, with the agency aggressively pursuing measures to diversify its water supply through efforts such as increased use of recycled water. Additional sources of water used by the SDCWA include conserved agricultural water purchased from the Imperial Irrigation District (IID) through a transfer agreement, and conserved water from the All American Canal (AAC) and Coachella Canal (CC) lining projects conducted in conjunction with MWD. As part of its Capital Improvement Program, SDCWA is implementing the Emergency and Carryover Storage Projects to increase storage capacity, enhance supply reliability, and more efficiently manage water supplies during catastrophic events and periods of drought. The SDCWA also implements a demand management (or water conservation) program to reduce imported water consumption and enhance supply reliability through efforts such as public education; residential water use surveys; and financial incentives for low-flow plumbing retrofits (toilets and showerheads), high-efficiency appliances, and low-water use landscaping. A summary of projected normal (average precipitation) year water supplies in the SDCWA service area between 2010 and 2030 is provided in Table 5.8-1, *Projected Verifiable Normal Year Water Supplies in the SDCWA Service Area*.

Based on the described conditions and related supply/demand assumptions outlined above for MWD, it is anticipated that identified SDCWA water supplies will be adequate to meet the future long-term demands of its member agencies, including the OWD (OWD 2010a).

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<sup>1</sup> One acre-foot equals approximately 326,000 gallons.

**Table 5.8-1  
 PROJECTED VERIFIABLE NORMAL YEAR WATER SUPPLIES  
 IN THE SDCWA SERVICE AREA  
 (Acre-Feet)**

<b>Water Supply Sources</b>	<b>2010</b>	<b>2015</b>	<b>2020</b>	<b>2025</b>	<b>2030</b>
<b>SDCWA Supplies</b>					
Metropolitan Supplies	445,858	399,855	331,374	342,870	372,922
SDCWA/IID Transfer	70,000	100,000	190,000	200,000	200,000
AAC and CC Lining Projects	77,700	77,700	77,700	77,700	77,700
<b>Member Agency Supplies</b>					
Local Surface Water	59,649	59,649	59,649	59,649	59,649
Recycled Water	33,668	40,662	45,548	46,492	47,584
Seawater Desalination	0	34,689	36,064	37,754	40,000
Groundwater	17,175	18,945	19,775	19,775	19,775
Groundwater Recovery	11,400	11,400	11,400	11,400	11,400
<b>Total Projected Supplies</b>	<b>715,450</b>	<b>742,900</b>	<b>771,510</b>	<b>795,640</b>	<b>829,030</b>

Source: OWD 2010a

### Otay Water District

In fiscal year 2010, water sales in the OWD totaled over 29,000 AF of potable water and 4,000 AF of recycled water (OWD 2010b). While a majority of the OWD water supply is imported, active recycled water and conservation programs are in place to offset the use of imported water. Specifically, the OWD produces approximately 1.2 million gallons per day (mgd) of recycled water at the Ralph W. Chapman Water Recycling Facility (RWCWRF), and implemented an agreement with the City of San Diego in 2007 to purchase up to 6 mgd of recycled water from the South Bay Water Reclamation Plant (with an option for additional purchases if supplies are available). Recycled water is ultimately expected to provide approximately 15 percent of the overall OWD water supply (OWD 2010c). Pursuant to Sections 26.02 and 26.04 of the OWD Code of Ordinances, the OWD is committed to providing recycled water in designated service areas, and requires that recycled water be used for purposes such as landscape/agricultural irrigation and appropriate industrial/commercial applications “[w]henver its use is financially and technically feasible...” The project site is within the designated OWD Recycled Water Boundary, although recycled water distribution lines currently do not serve the project site and adjacent areas. The proposed project design includes recycled water facilities to accommodate future connections with OWD pipelines. Specifically, the OWD has approved a number of Capital Improvement Program (CIP) projects that would provide recycled water distribution lines in the project site vicinity (with design and environmental permitting complete for these projects, OWD 2011a). The provision of recycled water in the project site area, however, will be contingent upon the OWD obtaining a commitment from the City of San Diego to supply additional recycled water (i.e., in addition to existing recycled water purchased from the City). Accordingly, construction contracts for the approved CIP recycled water projects will not be issued until the OWD receives the requested commitment from the City of San Diego. Pursuant

to ongoing discussions between the OWD and the City, it is currently estimated that recycled water service would be available at the project site within approximately two years (OWD 2011a).

The OWD also implements a conservation program aimed at reducing water use, through the OWD Water Conservation Ordinance (pursuant to California Water Code § 375 et seq.). Specific efforts identified by the OWD to implement water conservation goals include the use of low-flow toilets; development/implementation of water conservation plans for individual projects; beneficial use of recycled water (i.e., to offset potable water use); public education; leak inspections; and rebate programs for water-efficient appliances, irrigation systems, and landscaping (OWD 2010a, 2010d).

The OWD is also actively pursuing four local groundwater projects and a potential seawater desalination operation to supplement water supplies, as part of its Water Supply Development Program. Specifically, the local groundwater projects include: (1) Middle Sweetwater River Basin; (2) Otay Mesa Lot 7; (3) Rancho del Rey; and (4) Otay River. While none of these projects are currently active, OWD is projecting a constant supply of approximately 600 AF per year (AFY) beginning in 2015 (OWD 2010a). An additional potential source of water for the OWD involves the purchase of desalinated seawater from a proposed facility in Rosarito, Mexico. While no future OWD water supplies from desalination are currently assumed, the potential future supply target from ocean desalination is 50 mgd (56,000 AFY, OWD 2010a).

#### Events Affecting Water Supply and Conservation

Several recent events may affect water supplies to the San Diego region, including a December 2007 Record of Decision on the operation of the Colorado River, several federal district court decisions regarding the operation of the SWP with respect to sensitive biological resources (e.g., *Natural Resources Defense Council, et al. v. Kempthorne, et al.*), and a developing understanding of the potential for global climate change to impact California water supplies. In December 2007, the MWD Board of Directors authorized a series of four agreements to implement federal guidelines regarding how water shortages are to be shared among the seven states that rely on Colorado River water supplies. Despite the noted uncertainties, MWD, SDCWA and OWD have all concluded that water supplies are anticipated to be available to meet projected demand under normal, dry year, and multiple dry year conditions during a 20-year planning horizon (OWD 2010a). Additional discussion of this conclusion and related projections and assumptions is provided below under the evaluation of project impacts in Section 5.8.2.

The City of San Diego officially declared a Level 2 Drought Alert on June 1, 2009. A Level 2 Alert includes a number of mandatory water restrictions related to uses such as landscape irrigation, vehicle washing, leak repairs, and ornamental water features. In addition, all voluntary Level 1 conservation practices (as summarized below) became mandatory (City of San Diego 2010b). The Level 2 Drought Alert was rescinded by City Council in May 2011 (with no Emergency Drought Response Level currently in place), although the Council also retained (and made permanent) a number of related water-waste restrictions as part of the same action. Specifically, these restrictions include requirements related to watering times, excessive irrigation/leaks, wet-washing paved areas, swimming pools/fountains, car washing, cooling systems, conveyer car wash/commercial laundries, and restaurants/hotels (City of San Diego

2011d). The OWD is currently (as of June 12, 2008) in a Level 1 Drought Watch, which includes the following types voluntary conservation measures: (1) avoid washing paved surfaces such as sidewalks and driveways unless necessary for safety or sanitation purposes; (2) avoid inefficient landscape irrigation practices (e.g., overwatering); (3) limit landscape irrigation to three days per week and restrict watering to before 10:00 am or after 6:00 pm; (4) use a hand-held hose equipped with a positive shut-off nozzle for irrigation and vehicle washing; and (5) fix leaks promptly.

### Water Supply Regulatory Framework

#### *California Senate Bill 610*

Sections 10910 through 10915 of the California Water Code were amended by the enactment of Senate Bill 610 (SB 610) in 2002. SB 610 requires an assessment of whether available water supplies are sufficient to serve the demand generated by a proposed project, as well as the reasonably foreseeable cumulative demand in the region over the next 20 years under average normal year, single dry year and multiple dry year conditions. Under SB 610, water assessments must be furnished to local governments for inclusion in any environmental documentation for certain projects (as defined in Water Code 10912 [a]) subject to CEQA. For the purposes of SB 610, “project” means any of the following:

1. A proposed residential development of more than 500 dwelling units.
2. A proposed shopping center or business establishment employing more than 1,000 persons or having more than 500,000 sf of floor space.
3. A proposed commercial office building employing more than 1,000 persons or having more than 250,000 sf of floor space.
4. A proposed hotel or motel, or both, having more than 500 rooms.
5. A proposed industrial, manufacturing, or processing plant, or industrial park planned to house more than 1,000 persons, occupying more than 40 acres of land, or having more than 650,000 sf of floor area.
6. A mixed-use project that includes one or more of the projects specified in this subdivision.
7. A project that would demand an amount of water equivalent to, or greater than, the amount of water required by a 500 dwelling unit project.

The proposed project, with a mix of airport-related CBF, industrial, hotel, and commercial uses potentially employing up to 2,100 people, would meet the criteria as a “project” under SB 610 for categories 3 and 5, and potentially for category 6 (PBS&J 2009). Based on this conclusion, a Water Supply Assessment (WSA) has been prepared by OWD for the project in conformance with SB 610 requirements.

#### *California Senate Bill 221*

Under SB 221, approval of certain residential subdivisions requires an affirmative written verification of sufficient water supply, in the form of a Water Supply Verification Report (WSVR). SB 221 prohibits approval of a residential subdivision of more than 500 units unless



there is written verification that a sufficient water supply is, or will be, available for the development. Because the proposed project is considered an industrial development and does not include a residential subdivision of more than 500 units, it is not subject to the requirements of SB 221 and an associated WSVR is not required.

*City of San Diego Ordinance 0-17327 (“Mandatory Reuse Ordinance”)*

This ordinance, adopted by the City Council in 1989, requires that “recycled water shall be used within the City where feasible and consistent with the legal requirements; preservation of public health, safety, and welfare; and the environment.” Compliance with this ordinance for new development is made a condition of tentative maps, land use permits, etc., based on the project’s location within an existing or proposed recycled water service area. As previously noted, the project site is within the designated OWD Recycled Water Boundary, and the proposed design includes recycled water facilities to accommodate future connections with OWD pipelines.

### **Water Infrastructure**

The OWD provides water and recycled water service to more than 200,000 people, with over 48,000 water meters and nearly 700 recycled water connections active as of July 2010. Potable water facilities currently include over 700 miles of pipelines, 23 pump stations, 19,522 valves, 40 storage reservoirs with a capacity of over 216 million gallons, and 5,758 fire hydrants. Recycled water facilities include the previously described RWCWRF, 96 miles of pipelines, 3 pump stations, 1,380 valves, and 4 storage reservoirs with a capacity of nearly 44 million gallons (OWD 2010a, 2010b, 2010c). The OWD plans, designs, constructs, and operates water system facilities to acquire supplies sufficient to meet projected ultimate demands on the potable and recycled water systems. New water facilities that are required to accommodate projected growth within the OWD service area are defined and described in the updated 2009 Water Resources Master Plan (OWD 2009). These facilities are incorporated into the annual OWD Six-Year CIP for implementation when required to support development activities. As major development plans are formulated and proceed through the jurisdictional approval processes, OWD prepares associated water system requirements consistent with the updated 2009 Water Resources Master Plan (WRMP). These requirements document, define, and describe all the potable water and recycled water system facilities required to provide an acceptable and adequate level of service to the proposed land uses, as well as the related financial responsibilities. Specifically, the OWD funds the facilities identified as CIP projects, with all other water system facilities funded by individual project developers.

The project site contains three public streets and 30 lots constructed as part of the previously approved Otay Pacific Business Park project (which includes the same site as the proposed project), with 29 of these lots including graded industrial pads and one (Lot 14) consisting of a detention basin. Existing water-related development within the site includes the following: (1) 2-inch diameter potable water and recycled water laterals, and 8-inch diameter fire service laterals, extending into the 29 graded lots; and (2) 12-inch diameter potable water mains and 8-inch diameter recycled water mains in the existing streets that connect to the noted laterals and extend north. The on-site potable and recycled water mains connect (or will connect) to existing 16-inch potable water and proposed 8-inch recycled water trunk lines located off site to the north

in Siempre Viva Road (Latitude 33 2010a). No buildings have been constructed on site, therefore, current on-site water use is limited to irrigation for existing streetscape landscaping.

### **Wastewater Infrastructure**

Wastewater treatment service to the site is provided by the City of San Diego Public Utilities Department (PUD). Existing on-site wastewater infrastructure includes the following: (1) 8- to 10-inch diameter sewer laterals located within each of the previously described 29 graded lots; and (2) two 10- and 12-inch PVC public sewer mains located in existing streets that connect to the noted laterals and extend north. The described on-site sewer mains connect to an existing 30-inch trunk sewer line located off-site to the north in Siempre Viva Road (Latitude 33 2010b). Project-related wastewater flows in this trunk line would continue west to a pump station (PS23T), where they would be pumped into the Otay Mesa Trunk Sewer system and then continue generally west before ultimately reaching the Point Loma Wastewater Treatment Plant.

### **Storm Water Drainage**

The project site includes a number of existing drainage improvements associated with the previously approved Otay Pacific Business Park project. Specifically, these include: (1) individual desiltation basins located on the 29 graded industrial lots; (2) a series of underground pipelines and related curb inlets; (3) the above described detention basin; and (4) an open storm drain channel extending east-west through the central portion of the site that connects to the detention basin. On-site surface drainage is directed into the storm drain system, flows generally north and south to the east-west trending storm drain channel, continues east to the detention basin, and is discharged off-site through an energy dissipator. Additional discussion of existing and proposed drainage facilities associated with the proposed project is provided in Section 7.5, *Hydrology and Water Quality*, and Appendix H, *Drainage Studies*.

### **Solid Waste Disposal**

#### Existing Facilities

Solid waste disposal in the project site vicinity is provided by the combined services of the City of San Diego Environmental Services Department (ESD) and private collectors. Waste disposal service provided by the City is typically limited to single-family residences that are located on dedicated public streets, provide safe space and access for storage and collection, and comply with applicable regulations set forth in the San Diego Municipal Code (SDMC). The City also currently provides service to small businesses that meet associated eligibility criteria and obtain City Council authorization (although such service may be curtailed in the future depending on budget directives). All other customers are required to obtain (and fund) service from private hauling companies that are franchised to operate within the City.

The City is required to demonstrate adequate capacity for proposed long-term solid waste disposal, pursuant to applicable requirements under the California Integrated Waste Management Act (Assembly Bill 939, as described below under the discussion of Solid Waste Regulatory Framework). Specifically, the assessment is based on landfill capacity and related data provided

in the Countywide Siting Element, which is prepared by the San Diego County Department of Public Works. Based on data from the most current Siting Element Review Report and other applicable sources, the following summary information is provided regarding existing landfill locations and capacities. Otay Landfill is the nearest solid waste facility to the project site, and is located in an area of unincorporated County land approximately 4.5 miles northwest of the project site (near the City of Chula Vista). As of March 2010, this landfill had a remaining capacity of approximately 27 million cubic yards (cy), with a maximum permitted capacity of 62,377,974 cy and a projected closing date of 2027 (County of San Diego 2011; Department of Resources Recycling and Recovery [CalRecycle], formerly the California Integrated Waste Management Board [CIWMB] 2010). Additional landfills within the City of San Diego include: (1) Miramar Landfill, which is located approximately 22 miles northwest of the site, had a remaining capacity of 16,473,000 cy as of July 30, 2007, and has a maximum permitted capacity of 87,760,000 cy (with an estimated closing date of 2022); and (2) Sycamore Landfill, located approximately 20 miles north of the site, with a remaining capacity of approximately 43 million cy as of 2010 and a maximum permitted capacity of 71,000,000 cy (County of San Diego 2011; CalRecycle 2010; City of San Diego 2008d). Disposal destinations for solid waste generated by the proposed project would be determined by the contracted waste haulers. The listed closing date for the Miramar Landfill was recently changed from 2017 to 2022, while the closing date for Otay Landfill was recently changed from 2021 to 2027 (County of San Diego 2011; CalRecycle 2010). These changes were based on economic conditions and other considerations including new City recycling laws, with corresponding reductions of waste disposal (City of San Diego 2011d).

### Solid Waste Regulatory Framework

#### *Assembly Bill 939*

In 1989, Assembly Bill 939 (AB 939), known as the Integrated Waste Management Act, was passed to address the increasing trend in waste stream generation and the corresponding decrease in landfill capacity. AB 939 mandates reductions of waste disposal, with jurisdictions required to meet diversion goals of 25 percent by 1995 and 50 percent by 2000. As a result, the CIWMB was established to oversee the disposal reporting system and facility and program planning was required, with the CIWMB recently replaced by CalRecycle as noted above. AB 939 also established an integrated framework for program implementation, solid waste planning, and solid waste facility and landfill compliance.

#### *City of San Diego Municipal Code*

In compliance with Assembly Bill 939 (AB 939), the City has set a goal of exceeding a diversion rate of 50 percent of its waste from landfill disposal. Programs and policies have been adopted by the City requiring individual developments to incorporate recycling and waste reduction measures, and waste reduction and recycling programs have been implemented to assist the City in reducing waste in compliance with State law. Currently proposed (but not yet adopted) State legislation would increase the required diversion rate for municipal solid waste to 75 percent. Accordingly, associated diversion requirements under City guidelines will also increase to 75

percent once the State legislation is adopted. The following sections of the Municipal Code target waste reduction:

- Chapter 6, Article 6, Division 6. This section (and related ordinances) requires project applicants to submit a Waste Management Form with the building permit or demolition/removal permit, to provide a general estimate of total project waste generation, including how much will be recycled. The code requires a minimum diversion rate of 50 percent for building permits or demolition/removal permits issued within 180 calendar days of the effective date of the ordinance. A minimum diversion rate of 75 percent is required for building permits or demolition/removal permits issued more than 180 calendar days after the effective date of the ordinance, however, if a certified recycling facility which accepts mixed construction and demolition debris is operating within 25 miles of the City Administrative Building, or if a mixed construction and demolition debris processing facility is certified at a diversion rate of 75 percent or more.
- Chapter 6, Article 6, Division 7 (Recycling Ordinance). This section requires all single-family, multi-family, and commercial uses to participate in a recycling program by separating recyclable materials from other solid waste and depositing the recyclable materials in approved recycling containers.
- Chapter 14, Article 2, Division 8 (Refuse and Recyclable Material Storage Regulations). This section is intended to encourage solid waste recycling through requirements to provide permanent, adequate and convenient space for the storage and collection of refuse and recyclable material. Specific requirements for new non-residential development include the provision at least one exterior refuse and recyclable material storage area per building, with related storage area capacity based on the gross floor area of associated buildings.

### 5.8.2 Impact

**Issue 1: Would the proposed project result in the need for new systems or require substantial alterations to existing utilities, including those necessary for water, sewer, storm drains, and solid waste disposal? If so, what physical impacts would result from the construction of these facilities?**

#### **Impact Thresholds**

According to the City's Significance Determination Thresholds, public utility impacts may be significant if the project would:

- Use excessive amounts of potable water.
- Use predominantly non-drought resistant landscaping and excessive water usage for irrigation and other purposes.
- Cause a significant increase in demand for public utilities.
- Result in direct impacts from the construction of new or expanded public utilities needed to serve the proposed project.
- Construct or demolish single-family/multi-family development of 50 units or more; or construct or demolish a commercial structure(s) of 40,000 square feet or more.

In addition, the City's Significance Determination Thresholds identify the following guidance that should be considered in determining whether utility work could have significant environmental effects. Specifically, these criteria require the assessment of whether the project would:

- Be compatible with existing and adjacent land uses (see Section 5.1, *Land Use*).
- Change drainage or affect water quality/runoff (see Section 7.5, *Hydrology/Water Quality*).
- Affect air quality (see Section 5.4, *Air Quality*).
- Affect biological resources including habitat (see Section 5.9, *Biological Resources*).
- Have a negative aesthetic affect (see Section 5.10, *Visual Quality/Neighborhood Character*).
- Increase noise levels to existing receptors (see Section 5.3, *Noise*).

It should also be noted that the City's Significance Determination Thresholds call for a discussion of electrical power, natural gas, and solar energy under the Public Utilities section of EIRs. Pursuant to the passage of SB 97 and recent amendments to the State CEQA Guidelines, however, a more comprehensive energy analysis is now required in EIRs. Accordingly, potential energy impacts resulting from implementation of the proposed project are discussed separately in Section 5.6, *Energy*.

## **Impact Analysis**

The potential land use scenario wherein the CBF is constructed in conjunction with industrial, hotels, and commercial development is the focus of this impact analysis as it has a significantly greater potential for public utilities impacts than the CBF/Industrial scenario. The worst-case condition is, therefore, analyzed for the purposes of Public Utilities.

### Water Supply and Conservation

As previously described, the proposed project is within the OWD service area for potable and recycled water service. Regional potable water supplies are provided by the SDCWA and MWD, with the OWD providing recycled water through production at the RWCWRF and purchase from the City of San Diego. The project WSA evaluates associated project water demands based on land use demand projection criteria in the 2009 OWD WRMP and the updated 2009 OWD WRMP (updated through November 2010), as well as applicable unit demand methodologies for individual land use designations. Specifically, the project site is currently designated for business park and light industrial uses, with an associated potable water demand of approximately 53,700 gallons per day (gpd) or 60 AFY (OWD 2010a). The City of San Diego is proposing to implement a modified land use designation (International Business and Trade [IBT]) as part of the planned Otay Mesa Community Plan (OMCP) update, which would encompass the project site. The planned IBT designation would combine the current on-site categories and allow for single and multiple tenant office, research and development, and storage/distribution uses. While the proposed CBF project is independent of this planned OMCP update (and the project Community Plan Amendment [CPA] would designate the site as Institutional), the WSA evaluates demand projections for the project site with the IBT

designation and the proposed CBF facilities. This scenario is based on the fact that the IBT designation includes a higher unit demand factor for potable water than the current business park and industrial and proposed institutional designations (with additional discussion of the project CPA provided below). With the described conditions and assumptions, the projected potable water demand identified in the WSA for the proposed project with the IBT designation would be approximately 84,800 gpd, or 95 AFY (OWD 2010a). While the noted project demand for potable water technically exceeds the identified demand based on current land use designations, the updated 2009 OWD WRMP also includes the higher unit demand factor associated with the IBT designation (OWD 2010a, 2009). Related demand data have also been included in the current SANDAG Series 12 update (with SANDAG data used by SDCWA and MWD in their planning forecasts), and have been submitted to SDCWA and MWD for their use in updating future planning and water demand projections (OWD 2010a).

As previously noted, a letter report has been prepared to address the applicability of the WSA to the land use scenarios described in Section 3.2 (PBS&J 2011). Specifically, this analysis evaluates projected water demands from the two identified project design options, as summarized below. Both of these options would be consistent with either the IBT or Institutional designations noted above, with projected water demands at the site to be driven by the associated uses as outlined in the following assessment.

- Industrial Office/Warehouse Use Scenario – As described in Section 3.2, this land use option includes a 95,000 square foot (SF) CBF, a 780,000 SF parking structure and approximately 706,000 SF of industrial office/warehouse uses. Average water demand associated with this option would be approximately 75,400 gpd (refer to Table 2 of PBS&J 2011 in Appendix D). This projected demand would be less than the noted demand projection of 84,800 gpd identified for the proposed project in the WSA.
- Hotel/Commercial Scenario – This land use option includes the noted CBF and parking structure, as well as hotel uses with up to 340 rooms, up to 40,000 SF of visitor-serving commercial uses, and up to 402,000 SF of industrial office/warehouse uses. Average water demand associated with this option is approximately 88,000 gpd (refer to Table 3 of PBS&J 2011 in Appendix D). This projected demand would exceed the noted demand projection of 84,800 gpd identified for the proposed project in the WSA by approximately 3,200 gpd, or 3.6 AFY. Based on the minor nature of this calculated increase in water demand for the Hotel/Commercial Option (approximately 4 percent), however, the referenced letter report concludes that the increase “[i]s relatively negligible so as not to require an amendment to the approved WSA.” (PBS&J 2011). The OWD has reviewed the PBS&J letter report and concurs with the stated conclusions regarding the applicability of the WSA under this scenario (OWD 2011b). The WSA's water supply conclusion included a planning buffer supply intended to mitigate against the risks associated with local and imported supply programs and for the risk that future demands could be higher than projected. The planning buffer identifies an additional increment of water that could be developed when needed to ensure that the region will have adequate water supplies to meet long-term future demands. If needed, the planning buffer will offset the negligible four percent increase in water demand for the Hotel/Commercial Scenario. Additionally, the proposed project would use recycled water supplies once the

infrastructure becomes available, which would in turn reduce potable water demand. In anticipation of recycled water use, the proposed project design incorporates recycled water pipelines.

The proposed project (like all OWD customers) would also be required to participate in the previously described OWD Water Supply Development Program. Specifically, this participation would occur through the required payment of a New Water Supply Fee, with this requirement adopted by the OWD in May 2010 (OWD 2010a). As a result, the project WSA concludes that MWD, SDCWA and OWD will have adequate water supplies to meet long-term future demands, including those associated with the proposed project (OWD 2010a). Summary assessments of projected water supply and demand conditions in the OWD (including the proposed project) under normal, single dry year and multiple dry year conditions are provided in Tables 5.8-2, *Projected Water Supply and Demand, Normal Year Conditions*, 5.8-3, *Projected Water Supply and Demand, Single Dry Year Conditions*, and 5.8-4, *Projected Water Supply and Demand, Multiple Dry Year Conditions*. As previously noted, these projections are included in the updated 2009 OWD WRMP, and the current SANDAG Series 12 update, and are available to SDCWA and MWD for long-range planning.

Pursuant to the WSA conditions and assumptions outlined above, as well as the referenced letter report and OWD concurrence (PBS&J 2001, OWD 2011b), the proposed project would be consistent with current OWD water demand projections, SANDAG planning updates, and SDCWA/MWD supply/demand projections. Accordingly, no associated significant impacts related to potable water supplies and demand would result from project implementation.

The projected demand for recycled water at the project site is approximately 9,900 gpd (11 AFY), which represents between approximately 11 and 13 percent of the total project water demand projected in the WSA, depending on how the project builds out. The project design also includes measures to further reduce potable water demand through the following types of conservation efforts, based on applicable existing regulations such as the California Code Green Building Standards (California Code of Regulations [CCR] Title 24, Part 11, Chapter 5; available at [http://www.documents.dgs.ca.gov/bsc/CALGreen/2010\\_CA\\_Green\\_Bldg.pdf](http://www.documents.dgs.ca.gov/bsc/CALGreen/2010_CA_Green_Bldg.pdf)), and the California Plumbing Code (CCR Title 24, Part 5, Chapter 4, available at; <http://www.iapmo.org/Pages/2010CaliforniaPlumbingCode.aspx>):

- Use of ultra low-flow toilets.
- Implementation of a water conservation plan, including measures such as use of native and/or drought-tolerant landscaping, irrigation management (e.g., use of pressure/moisture sensors and shut-off valves), public/tenant water conservation education, and restrictions on practices such as wet washing of equipment and paved areas.
- Use of recycled water for purposes such as landscape irrigation and industrial applications to the maximum extent feasible.

While recycled water service is not currently available at the project site as previously described, the project design includes related infrastructure to accommodate the projected future availability of on-site recycled water from the OWD. In lieu of using recycled water at the project site, the OWD has determined that adequate potable water supplies are available to accommodate the

proposed project on an interim basis (i.e., until recycled water becomes available at the site, OWD 2011c). Based on the described conditions, the proposed project would conform with all applicable requirements related to recycled water use and conservation, and no associated significant impacts would result from project implementation.

<b>Table 5.8-2 PROJECTED WATER SUPPLIES AND DEMAND, NORMAL YEAR CONDITIONS</b>					
<b>Description</b>	<b>FY 2010</b>	<b>FY 2015</b>	<b>FY 2020</b>	<b>FY 2025</b>	<b>FY 2030</b>
<b>Demand</b>					
OWD Demand	49,812	57,033	65,229	72,854	82,405
Proposed Project Demand Increase	0	35 <sup>1</sup>	35 <sup>1</sup>	35 <sup>1</sup>	35 <sup>1</sup>
<b>Total Demand</b>	<b>49,812</b>	<b>57,068</b>	<b>65,264</b>	<b>72,889</b>	<b>82,440</b>
<b>Supplies</b>					
SDCWA Supply	45,772	51,784	59,234	65,995	74,543
Recycled Water Supply	4,040	4,684	5,430	6,294	7,297
OWD Groundwater Supply	0	600	600	600	600
<b>Total Supply</b>	<b>49,812</b>	<b>57,068</b>	<b>65,264</b>	<b>72,889</b>	<b>82,440</b>
<b>Supply Surplus/(Deficit)</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Source: OWD 2010a, 2009

<sup>1</sup> Per the water demand projections for the project site identified in the updated 2009 OWD WRMP

<b>Table 5.8-3 PROJECTED WATER SUPPLIES AND DEMAND, SINGLE DRY YEAR CONDITIONS (Acre-Feet)</b>					
<b>Description</b>	<b>FY 2010</b>	<b>FY 2015</b>	<b>FY 2020</b>	<b>FY 2025</b>	<b>FY 2030</b>
<b>Demand</b>					
OWD Demand	53,299	61,025	69,795	77,954	88,173
Proposed Project Demand Increase	0	38	38	38	38
<b>Total Demand</b>	<b>53,299</b>	<b>61,063</b>	<b>69,833</b>	<b>77,992</b>	<b>88,211</b>
<b>Supplies</b>					
SDCWA Supply	49,259	55,779	63,803	71,098	80,314
Recycled Water Supply	4,040	4,684	5,430	6,294	7,297
OWD Groundwater Supply	0	600	600	600	600
<b>Total Supply</b>	<b>53,299</b>	<b>61,063</b>	<b>69,833</b>	<b>77,992</b>	<b>88,211</b>
<b>Supply Surplus/(Deficit)</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Source: OWD 2010a



**Table 5.8-4  
 PROJECTED WATER SUPPLIES AND DEMAND,  
 MULTIPLE DRY YEAR CONDITIONS  
 (Acre-Feet)**

Description	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015 <sup>1</sup>
<b>Demand</b>					
OWD Demand	54,844	56,389	57,935	59,480	61,025
Proposed Project Demand Increase	0	38	38	38	38
<b>Total Demand</b>	<b>54,844</b>	<b>56,427</b>	<b>57,973</b>	<b>59,518</b>	<b>61,063</b>
<b>Supplies</b>					
SDCWA Supply	50,804	51,143	51,943	52,624	53,168
Recycled Water Supply	4,040	4,684	5,430	6,294	7,297
OWD Groundwater Supply	0	600	600	600	600
<b>Total Supply</b>	<b>54,844</b>	<b>56,427</b>	<b>57,973</b>	<b>59,518</b>	<b>61,063</b>
<b>Supply Surplus/(Deficit)</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

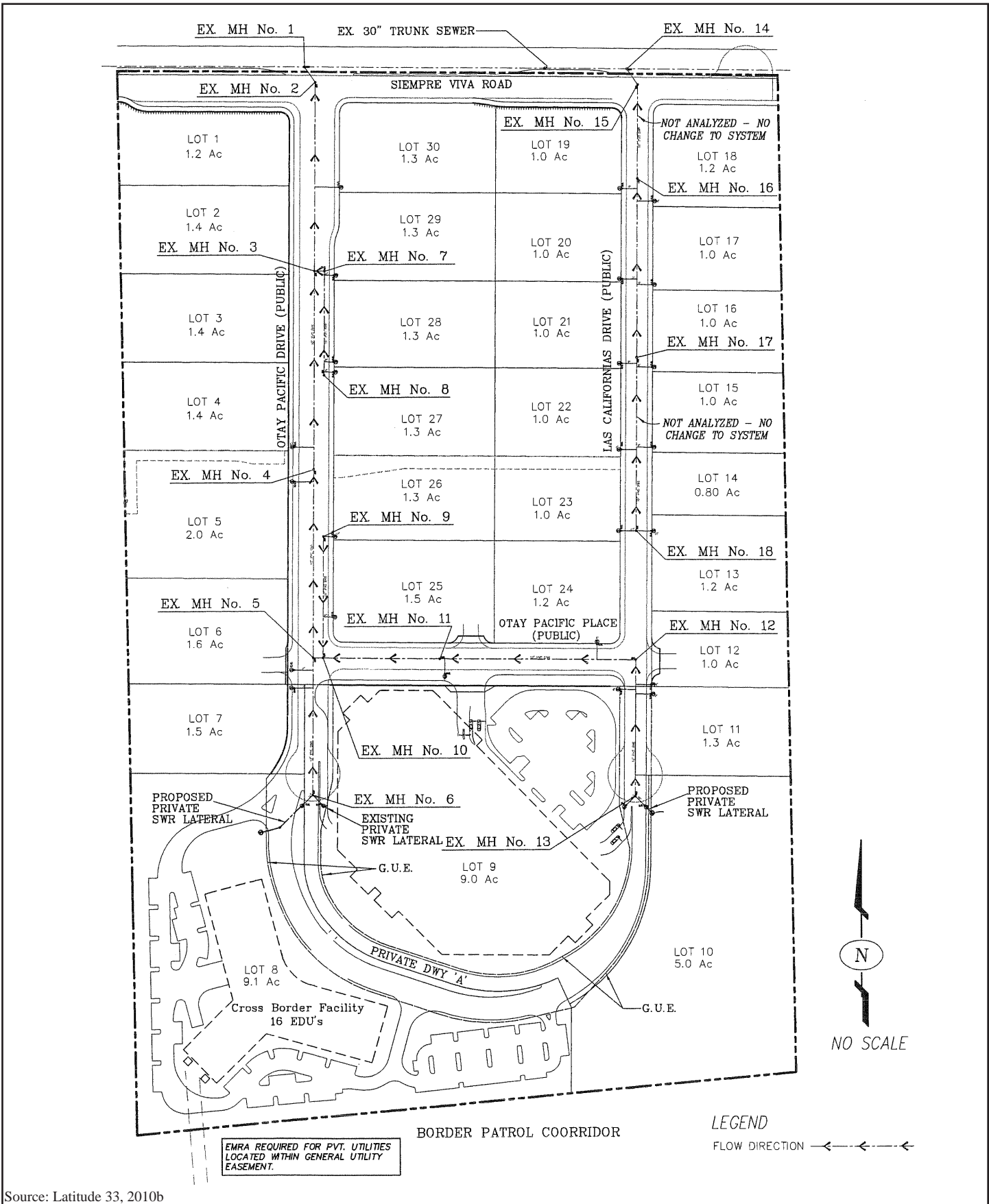
<sup>1</sup> The multiple dry year conditions for years 2020, 2025 and 2030 are provided in the OWD Revised Urban Water Management Plan (OWD 2007). Based on the associated supply/demand data, as well as the previously described assumptions regarding mandatory project participation in the OWD Water Supply Development Program, related supply surplus/deficit totals are anticipated to be zero through 2030.  
 Source: OWD 2010a, 2010e, 2007

### Water Infrastructure

As previously described, potable and recycled water infrastructure has been installed at the project site in association with the previously approved Otay Pacific Business Park project. Specifically, existing facilities include potable and recycled water laterals, fire service laterals, and potable and recycled water mains. The water mains connect, or will connect, to existing potable water and proposed recycled water trunk lines located off site in Siempre Viva Road (Latitude 33 2010a). While project implementation would entail some minor modifications to existing on-site facilities (e.g., extending laterals), the final project design would be required to meet all applicable OWD criteria and no additional off-site water facilities would be required (OWD 2010e). Accordingly, no significant impacts related to water infrastructure would result from implementation of the proposed project.

### Wastewater Generation (Sewer)

A sewer study was prepared for the approved Otay Pacific Business Park project, and identified a wastewater flow rate of 0.48 mgd for the portions of the site where the proposed project would change the lot areas contributing to wastewater flow (i.e., between manholes 1 and 13, refer to Figure 5.8-1, *Sewer Map*; Latitude 33 2010b, Kimley-Horn and Associates, Inc. 2005a). The project sewer study evaluated flows in the area between manholes 1 and 13, pursuant to requirements in the 2004 edition of the City of San Diego Sewer Design Guide. Based on this analysis, a wastewater flow rate of 0.49 mgd was identified for the noted area (Latitude 33 2010b). In addition, a number of comments on the project sewer study and related information were received from the City of San Diego regarding the following issues: (1) maintaining a



Source: Latitude 33, 2010b

E:\ArcGIS\O\OTJ-02 OtayBorderFacility\Map\ENV\EIR\Fig5-8-1\_Sewer.mxd -JP

# Sewer Service Map

OTAY-TIJUANA CROSS BORDER FACILITY DEVELOPMENT PROJECT

Figure 5.8-1



minimum vertical distance of 12 inches between sewer laterals and potable water facilities; (2) precluding the placement of sewer mains over potable water mains; (3) providing appropriate minimum separation distances between trees or shrubs over three feet in height and public sewer facilities; (4) obtaining approval of an Encroachment Maintenance and Removal Agreement (EMRA) prior to placing landscaping or improvements (including private sewer facilities) in or over any public right-of-way easement; and (5) providing conformance with all applicable requirements of the California Plumbing Code and related City standards (City of San Diego 2011e, 2009c). A response letter regarding the above noted City comments on the sewer study was generated on September 30, 2009, and concluded that: (1) the comments noted in items 1 and 2 were incorporated into revised street and utility plans where appropriate; and (2) the requirements identified in items 3 and 4 were accepted as conditions of approval for the proposed project (Latitude 33 2009b). Project design conformance with the California Plumbing Code and related City standards would be verified during City review conducted as part of the building permit plan check (City of San Diego 2011e).

Based on the above considerations, the following conclusions are provided: (1) the on-site public sewer mains associated with the proposed project would maintain the minimum cleansing velocity and maximum flow depth requirements identified in the City of San Diego Sewer Design Guide (Latitude 2010b); (2) the calculated wastewater flow rate for the proposed project is consistent with flow rate identified for the project site in the Otay Pacific project sewer study (Latitude 33 2010b); and (3) the proposed project would conform with all applicable conditions of the City Sewer Design Guide related to separation of sewer/potable water facilities, the location of sewer mains relative to potable water facilities, separation distances between applicable vegetation and sewer facilities, and authorization for placement landscaping or improvements (including private sewer facilities) in or over any public right-of-way easements (Latitude 33 2010c, 2009b).

As previously noted, a letter report (Latitude 33 2011e) has also been prepared to address the applicability of the previous sewer studies to the current project description identified in Section 3.2. Specifically, this analysis concludes that: (1) the previous sewer studies (Kimley-Horn and Associates, Inc. 2005a and Latitude 33 2010b) both assumed industrial land use throughout the site in calculating associated wastewater flows based on equivalent population (i.e., population per net acre); (2) both commercial/hotel and office land uses exhibit a lower equivalent population per acre (43.7 and 38.2, respectively) than the population per acre associated with the industrial category used in the previous studies (i.e., 62.5); and (3) while the project Sewer Study would be updated appropriately as more site-specific design information becomes available, wastewater flows generated in association with either of the two land use scenarios would be less than those calculated in the previous Kimley-Horn and Latitude 33 sewer studies (i.e., 0.48 and 0.49 mgd, respectively), due to the noted equivalent population and data. Based on the described analyses, no significant impacts related to wastewater generation would result from implementation of the proposed project under either of the land use scenarios.

### Wastewater Infrastructure

The project Sewer Study notes that the site is “fully improved” with respect to wastewater facilities, in association with infrastructure constructed as part of the previously approved Otay

Pacific project (Latitude 33 2010b). Specifically, as described above, the site contains a series of wastewater laterals and mains, with the latter facilities connecting to an off-site trunk sewer line in Siempre Viva Road. Additionally, as noted above, wastewater generation under either of the proposed land use scenarios would be less than that calculated in the previous sewer studies (Kimley-Horn and Associates, Inc. 2005a and Latitude 33 2010b). Accordingly, while implementation of the proposed project would entail some minor modifications to on-site facilities to accommodate the current design (e.g., extending laterals), the proposed project wastewater system would conform with all applicable requirements in the City of San Diego Sewer Design Guide (as well as the City comments noted above under Wastewater Generation), and no additional or expanded off-site sewer facilities would be required (Latitude 33 2011e, 2010b, 2010c, 2009b). Based on the above discussion, no significant impacts related to wastewater infrastructure would result from implementation of the proposed project.

### Storm Water Drainage

As discussed in Section 7.5, *Hydrology/Water Quality*, no significant impacts related to hydrology and water quality concerns would result from implementation of the proposed project. With respect to storm water drainage facilities, this conclusion is based on the following considerations:

- The two land use scenarios identified in Section 3.2 would generate equal amounts of storm water runoff as that evaluated in the project Drainage Studies (Latitude 33 2011b, refer to Appendix H).
- While project implementation would result in some minor modifications to existing drainage facilities such as pipelines and inlets, overall drainage patterns within and from the site would remain essentially unchanged (Latitude 33 2009d, 2011b).
- A detention basin exists along the eastern property boundary, with this basin to regulate flows such that associated post-development 50-year storm runoff from the site would be equal to or less than the existing flow, including all runoff associated with the proposed project (Kimley-Horn 2005b; Latitude 33 2011b, 2009d, 2009f).
- All modifications to storm drain facilities associated with the proposed project would be designed to accommodate a 50-year storm event, and would conform to all applicable City of San Diego standards (Latitude 33 2009d, 2009f).

### Solid Waste Disposal

As previously described, development under the proposed project would include a 95,000-square foot CBF structure and a 780,000-square foot parking structure, along with one of the following two land use scenarios: (1) 706,000 square feet of industrial office/warehouse uses; or (2) up to 40,000 square feet of community commercial uses, up to 340 hotel rooms, and up to 402,000 square feet of industrial office/warehouse uses (refer to Section 3.2 for additional project description information). For purposes of the following analysis of potential impacts related to solid waste disposal, the proposed CBF building and parking structure are hereafter referred to as

the “main building and parking structure”, to distinguish these facilities from the CBF development project as a whole. Based on these proposed uses and the previously identified City Significance Determination Thresholds, project implementation would potentially result in a significant impact related to the generation and disposal of solid waste. Accordingly, a Waste Management Plan (WMP) was prepared for the project to address solid waste reduction requirements pursuant to AB 939 and related SDMC standards. The project WMP evaluates waste reduction efforts associated with the pre-construction, demolition/construction, and operational phases of the proposed development, as summarized below. In addition, a letter report was prepared to address the applicability of the previous (February 2010) WMP to the two potential land use scenarios (Latitude 33 2011d). Specifically, this analysis provides the following conclusions:

- “The...WMP dated February 2010 provides estimated demolition quantities for the vacated public streets, which would not substantially change with the revised project description.” (i.e., the noted design options).
- The WMP “[a]lso provides programmatic construction and occupancy phase guidelines for the project site as a whole, pursuant to the City template and related regulatory/legal requirements. These guidelines are general in nature and encompass requirements such as overall waste reduction and recycling targets for the project site. Because the guidelines do not address specific building sizes, they would not be substantially affected by the revised project description...As more detailed project design information becomes available, the WMP will be updated...to reflect site-specific conditions, through efforts such as identifying tailored waste reduction programs...and the location/capacity of recycling bins for individual buildings/facilities. Because these...types of general requirements are already identified in the ...WMP, however, the associated conclusions and recommendations would not change as a result of the revised project description.”

The project WMP was updated in May 2011 to incorporate the two potential land use scenarios, provide additional detail regarding demolition and construction waste generation/reduction quantities, and emphasize required conformance with applicable elements of the SDMC during the project occupancy phase (Latitude 33 2011f). Specifically, the updated WMP provides a quantified estimate of construction and demolition waste for the proposed demolition of existing streets and related facilities, as well as for construction of the main building and parking structure. These estimates are based on existing design information and associated anticipated building types and materials, with specific data included in Appendix 3 of the WMP (and outlined further below). Because information regarding the specific types of buildings and related materials are not currently available for the remainder of the development, related estimates of construction waste generation cannot be provided for these facilities at this time. Based on the previously described SDMC requirements and pending State legislation, as well as related City policy and process guidelines, however, the following conditions/assumptions are included in the WMP analysis with respect to future development of the remainder of the site (i.e., beyond the main building/parking structure and pedestrian bridge):

- Future site development will be subject to applicable City Process Level Two requirements, which include discretionary authorization by the City. Through this discretionary approval process, the City will review all future development proposals for the project site, and will

provide design requirements to ensure that all applicable legal and regulatory standards related to solid waste generation, diversion and disposal are met or exceeded.

- While State legislation related to increasing the required solid waste diversion rate to 75 percent is not yet in place as previously noted, it is anticipated that this requirement will eventually become effective and associated City requirements for a similar diversion rate will then be implemented. The City acknowledges that a 75 percent diversion rate may not be feasible for all individual developments, due to limitations on waste segregation for smaller sites. Specifically, a key factor in achieving the 75 diversion rate is related to the provision of adequate collection facilities (bins) to allow appropriate segregation of waste types. Because smaller sites may exhibit limitations on the number of bins that can physically be provided, the City has identified the following guidelines for waste diversion in association with future site development: (1) individual sites of less than three acres that cannot physically provide adequate collection/segregation bins will be required to divert 65 percent of their associated solid waste away from landfill disposal; and (2) sites larger than three acres will be required to divert 75 percent of their associated solid waste away from landfill disposal, in conformance with the described pending State/City requirements.

Based on the above discussion, project-related impacts on landfill disposal capacity associated with the project's solid waste generation/disposal would be less than significant, with the following assumptions/requirements: (1) the project WMP will be implemented as part of, and in conformance with, applicable regulatory requirements (including the SDMC and related pending State/City requirements for increased diversion rates); (2) future development of the project site (i.e., beyond the main building and parking structure) would be subject to discretionary approval under the City Process Level Two requirements, including applicable measures related to solid waste generation, diversion and disposal; and (3) individual on-site developments of less than three acres will be required to divert 65 percent of their associated solid waste away from landfill disposal, while sites larger than three acres will require a 75 percent solid waste diversion rate.

Specific elements of the pre-construction, demolition/construction and occupancy phase requirements included in the project WMP are summarized below, with additional information provided in Appendix F.

#### *Pre-construction Phase*

In the pre-construction phase, the CBF WMP requires the designation of a main building and parking structure Solid Waste Management Coordinator (SWMC) to oversee project waste management/reduction efforts. Specifically, the SWMC will provide guidelines and procedures for project contractors and staff to implement waste reduction and recycling programs, including the following (with similar requirements/efforts also applicable to future development of the project site beyond the main building and parking structure):

- Review, implement and update waste management efforts as applicable, including the duties of the SWMC.

- Work with contractors to estimate the quantities of materials to be salvaged, recycled or disposed of as waste, and assist in related documentation.
- Review and update procedures for material separation, collection and transportation, and verify that associated storage bins and other facilities are available and adequate to avoid handling/processing delays.
- Review and update solid waste management requirements for individual construction trades.
- Issue stop work orders if proper procedures are not being implemented.

Project contractors will conduct daily inspections of the main building and parking structure site to ensure compliance with WMP requirements and associated laws and regulations, and will report directly to the SWMC. Daily inspections will include: (1) verifying the adequacy of containment facilities for materials to be salvaged, recycled and disposed of; (2) ensuring proper sorting, segregation and labeling of waste materials and containers; and (3) maximizing the level of sorting, salvage and recycling for excess materials. The SWMC will, in turn, coordinate with City ESD staff and facilitate regular communication and site inspections (e.g., weekly or as otherwise appropriate, such as for major project milestones and/or report updates). Specifically, this communication will include assessing current recycling/diversion rates, implementing corrective actions (if not in compliance with the WMP), and extending invitations to ESD staff for the pre-construction meetings to be conducted prior to initiation of all development phases.

#### *Demolition and Construction Phase*

While the final timeline for project demolition and construction has not been determined for the main building and parking structure, it is anticipated that a total period of approximately 18 months will be required for these activities (Latitude 33 2011f). The WMP requires that all construction contracts specify which construction and demolition materials can be reused or recycled, and mandates that over-purchasing of materials will be avoided to the maximum extent feasible to lower the amount of project-related materials potentially entering the waste stream. To achieve the overall waste reduction rate goal of 75 percent for the main building and parking structure (and 65 or 75 percent for applicable future development, as previously noted), a minimum of 90 percent of all construction, demolition and related wastes by weight will be targeted for diversion away from landfills by salvage, reuse, and/or recycling. The WMP provides guidelines for separation and processing of construction-related recyclable materials, including the locations of recycling/reuse and landfill facilities.

As previously noted, a Construction Waste Management Plan Supplement (CWMPs) has been prepared for the main building and parking structure, and is included as Appendix 3 of the WMP. The CWMPs identifies estimated quantities of construction/demolition waste, as well as discussions of proposed materials to be diverted/recycled, collection/salvage procedures, and tracking/monitoring efforts. The estimated construction/demolition waste generation figures for the main building and parking structure are summarized below, followed by descriptions of related procedural elements. Project implementation will entail demolition in various portions of the project site in association with utility and street realignments/modifications. Related material generation for the main building and parking structure would include approximately 589 tons of asphalt and concrete, with approximately 560 tons (95 percent) of this projected to be recycled (Latitude 33 2011f). Additional materials generated during construction of the main building and



parking structure would include approximately 541 tons of the following types of materials that may be subject to salvage, reuse or recycling: (1) cardboard packaging; (2) carpet and related padding and foam; (3) drywall; (4) florescent lights and ballasts; (5) land clearing debris (e.g., vegetation and soil); (6) paint (to be processed through hazardous waste outlets); (7) wood; (8) plastic film (sheeting, shrink wrap, and packaging); (9) window glass; (10) job trailer wastes (e.g., office paper/cardboard, plastics, aluminum cans, and bottles); (11) metals (e.g., studs, sheet metal and copper); and (12) insulation. Associated projected recycling rates would vary by material and site-specific conditions, with an overall recycling rate (including asphalt and concrete demolition) of approximately 86 percent anticipated for the main building and parking structure (i.e., 962.9 out of 1,122.9 tons, Latitude 33 2011f). Procedural elements identified in the WMP/CWMPS to implement the targeted salvage, reuse and recycling goals are summarized below:

- During project demolition/construction, waste prevention will be implemented by individual subcontractors through efforts such as: (1) coordinating with individual trades and using Virtual Building (BIM) technology to eliminate errors in material procurement and installation; (2) employing pre-fabrication for piping and duct assemblies; (3) coordinating with manufactures to reduce packaging; and (4) protecting on-site materials to avoid/reduce damage.
- A Waste Removal Vendor (WRV) will be retained by the project contractor to facilitate on-site construction-related waste collection. The WRV will be familiar with appropriate methods for diverting waste, and will supply applicable commingled (combined) and/or source separated (segregated) debris collection boxes. General dry waste ranging from plastics to cardboard (absent garbage and organics) will be collected in commingled boxes. Segregated boxes will be provided as applicable for materials such as clean dimensional wood, concrete, asphalt, cardboard, drywall and metals. Collection boxes will be located in a clearly designated area within the site, and will be monitored to ensure proper use and avoid contamination (with proper procedures to be presented during regular “tool box” safety meetings). The WRV will also regularly remove full collection boxes for appropriate off-site disposal, and replace them with equivalent empty boxes.
- Individual subcontractors will be responsible for their associated waste disposal/management. Specifically, applicable wastes will be collected and managed through one or more of following efforts: (1) hauling directly off-site upon generation, by the generator (e.g., dunnage [protective packaging] and copper); (2) disposal in on-site commingled collection boxes; (3) disposal in on-site segregated collection boxes; and (4) salvage for donation or resale (e.g., wood pallets and unused materials such as doors and frames).
- All wastes created during project demolition and construction will be consistently monitored and tracked. Individual trades and subcontractors removing their own waste will be required to keep and submit appropriate documentation, including waste quantities, diversion methods/percentages, and recycling facilities utilized. For wastes collected on site, the WDR will submit tracking forms to the contractor to document all waste collected in commingled and segregated boxes, with these data to be included in monthly reports to allow quantitative tracking of all wastes produced and recycled during project demolition and construction.

Project contractors will also be required to comply with the following methods and procedures to address waste management standards for demolition and construction activities (with these and other applicable measures from the WMP to be included as Conditions of Approval for the proposed project):

- Appropriate reuse/recycling containers will be provided and clearly labeled with a list of acceptable/unacceptable materials for demolition and construction operations. The list of acceptable materials will correspond to the lists of acceptable materials at proposed material recovery and recycling facilities.
- Collection containers for recyclable demolition/construction waste will contain no more than 10 percent non-recyclable materials by volume.
- Detailed estimates of material requirements will be provided to reduce the risk of excessive waste generation.
- Dumpsters and recycling bins will be regularly inspected to identify and remove contaminants.
- Contractor (and subcontractor) material purchasing agreements will include the following measures wherever feasible: (1) delivery of materials and equipment in packaging made of recyclable materials; (2) minimization of packaging materials; (3) return of applicable packaging materials to vendors for reuse or recycling; and (4) return of unused products to vendors.
- Removal of demolition and construction waste materials from the project site will be conducted regularly to avoid over-topping of receptacles, and burning of waste materials will be prohibited.
- Post-consumer products will be employed in the design and construction of new facilities to the maximum extent appropriate and practicable, with the goal of achieving 50 percent use of post-consumer content. Specific examples include the reuse of concrete and asphalt generated during demolition, use of greenwaste as mulch, and use of products manufactured with post-consumer content. Project-related use of post-consumer products will be subject to verification by the City ESD through appropriate documentation such as receipts.

The actual extent and level of waste material salvage, reuse and recycling that will occur during project demolition and construction will be determined by the SWMC based on site-specific conditions and the requirements of the associated material recovery and recycling facilities (refer to Appendix 2 of Latitude 33 2011f in Appendix F).

#### *Operational (Occupancy) Phase*

Waste management operations during long-term operation at the site will be implemented by the project applicant and/or a designated party. Project-related waste management operations will

implement applicable requirements of the WMP, AB 939 and associated State and City standards (including the SDMC), as outlined below.

- The City Construction and Demolition Debris Diversion Deposit Program, which requires provision of a refundable deposit based on the tonnage and value of anticipated recyclable waste materials identified as part of the building permit conditions. This requirement will be implemented as described above under the Demolition and Construction Phase.
- The City Refuse and Recycling Materials Storage Ordinance, which requires waste products to be source-separated into appropriate bins to help achieve the goal of recycling 90 percent of operational waste. To meet this requirement, the project operator(s) will provide recycling bins at convenient locations throughout the site, and vendors will be required to use recyclable food containers and to separate their own waste for recyclable processing.
- California Public Resources Code, which describes methods for determining waste and recyclable material tonnages for various types and sizes of waste transfer stations and processing facilities. To comply with this requirement, the project will segregate recyclable waste so that accurate records are maintained (in the form of hauling and/or disposal facility receipts).
- Tenant education, to be implemented by the property manager through waste recycling/diversion requirements in contract stipulations and/or educational materials to address activities/programs such as: (1) the availability and location of on-site food and yard waste composting facilities; (2) bulk purchasing of condiments and cutlery dispensers; (3) discounts for use of refillable beverage containers; and (4) policies designed to reduce office wastes, such as providing incentives for maximizing purchase of post-consumer products.
- The project WMP, which requires numerous efforts related to source-separating wastes for recycling as outlined above. The SWMC will provide monthly reports to the City ESD to document the amount of waste and recyclable materials generated at the project site. The SWMC will also be responsible for compliance with applicable requirements, and will make adjustments to the WMP and/or project operations as necessary, in coordination with the City ESD, to maintain regulatory compliance and ensure proper management and disposal of solid wastes.

## **Significance of Impact**

### Water Supply and Conservation

The proposed project would be consistent with current OWD water demand projections, SANDAG planning updates, and SDCWA/MWD supply/demand projections, and would also be required to participate in the OWD Water Supply Development Program through payment of a New Water Supply Fee. Between approximately 11 and 13 percent of the total project water

demand would ultimately be met through the use of recycled water, and the project design includes measures to further reduce potable water demand through conservation efforts. Based on these conditions, no associated significant impacts related to potable water supplies/demand or recycled water use/conservation would result from project implementation.

### Water Infrastructure

The proposed project would utilize existing on-site water infrastructure, with some minor modifications such as extending lateral pipelines. The described on-site facilities would connect with existing (potable water) or currently proposed (recycled water) off-site lines, and no off-site pipeline upsizing or additional construction of new water facilities would be required for project implementation. All proposed on-site water infrastructure modifications would be designed and sized in conformance with applicable OWD standards. Accordingly, project-related impacts to water infrastructure would be less than significant.

### Wastewater Generation

Calculated wastewater generation for the portions of the site where the proposed project would change the lot areas contributing to wastewater flow (i.e., between manholes 1 and 13) is up to 0.49 mgd (depending on how the project builds out). Based on the calculated wastewater generation rate of 0.48 mgd for these areas in the previously approved Otay Pacific Business Park project Sewer Study, the portion of the project site subject to changes in wastewater flow would be consistent with the previous approved sewer study, and will maintain the minimum cleansing velocity, maximum flow depth, and other applicable requirements identified in the City Sewer Design Guidelines. Accordingly, project-related impacts to wastewater generation would be less than significant.

### Wastewater Infrastructure

The proposed project would utilize existing on-site wastewater infrastructure, with some minor modifications such as extending lateral pipelines. The described on-site facilities would connect with existing off-site sewer lines, and no off-site pipeline upsizing or construction of new wastewater facilities would be required. All proposed on-site wastewater infrastructure modifications would be designed and sized in conformance with applicable City standards. Accordingly, project-related impacts to wastewater infrastructure would be less than significant.

### Storm Water Drainage

The project would utilize the existing storm drain system that was constructed for the Otay Pacific Business Park development, with some minor modifications such as extending pipelines or relocating inlets. All modifications implemented to meet proposed project drainage requirements would conform with applicable City standards, and no off-site upsizing or construction of new storm water facilities would be required. Accordingly, project impacts related to storm water drainage would be less than significant.

### Solid Waste Disposal

Based on implementation of the approved project WMP as part of, and in conformance with, applicable regulatory requirements (including the SDMC and PDP/SDP conditions), project-related impacts associated with solid waste generation/disposal would be less than significant.

### **Mitigation, Monitoring, and Reporting**

No mitigation measures would be required.

## 5.9 BIOLOGICAL RESOURCES

This section of the EIR is based on a number of biological surveys and related investigations, including: (1) a general biological survey conducted within the project site in June 2009 to identify and record plant and animal species occurring or with potential to occur within the project site; (2) burrowing owl (*Athene cunicularia*) surveys conducted for the project site in December 2010 (HELIX 2011b); (3) burrowing owl surveys conducted for applicable off-site areas in July 2011 (as outlined below in this section, HELIX 2011c); (4) vegetation mapping conducted for applicable off-site areas in June 2011; (5) a Biological Survey Report prepared for applicable off-site improvement areas in September 2011 (HELIX 2011d); and (6) a Jurisdictional Delineation conducted for applicable off-site improvement areas along Siempre Viva Road in August 2011 (HELIX 2011e). All of the above referenced studies and surveys are contained in Appendix G to this report.

The following analysis addresses the direct impacts associated with constructing the proposed project, as well as the secondary impacts of implementing the off-site traffic mitigation measures listed in Section 5.2, *Transportation/Circulation*. The off-site traffic mitigation measures are addressed both on a project-specific and programmatic level, depending on whether or not the project applicant is requesting a Site Development Permit (SDP) for them at this time. Section 3.0, *Project Description*, describes the four off-site traffic mitigation measures (i.e., Tra-3, Tra-6/2423, Tra-12 and Tra-17) for which a SDP is proposed at this time. Impacts of the proposed off-site traffic mitigation measures are addressed at a project-specific level with the details of the analysis provided in the Biological Survey Report noted above. A programmatic analysis is provided for the remaining off-site traffic mitigation measures with potential impacts to sensitive resources (i.e., Tra-14, Tra-15, Tra-18, Tra-19, Tra-88, Tra-90, Tra-91, Tra-92, Tra-93, Tra-94, Tra-95, Tra-96, Tra-97, Tra-99, Tra-100, Tra-101 and Tra-102) since SDP approval is not being requested at this time. Their implementation would require subsequent SDP(s) and detailed environmental review.

### 5.9.1 Existing Conditions

#### Project Site

##### Historical Conditions

The project site was undeveloped and in a natural state prior to 1979 (Balko et al 1979). The project site has previously been used for agricultural purposes, from at least 1989 through at least 2002 (Kleinfelder 2009). Agricultural use of the site was continued through November 1998 by the Martinez family, the former owners of the site, and the site has been maintained by the family in a fallow condition since that time for economic reasons. The Martinez family has had permission to farm the land via an agreement with the current owner, who purchased the property in June 1999 (Martinez 2001a and 2001b).

The project site was in a highly disturbed state in 2001 and 2002 when vegetation was mapped on site for the Otay Pacific Business Park (Las Californias Center; (HELIX 2003). At that time the site consisted of 0.4 acre of non-native grassland, 5.8 acres of disturbed habitat, 60.9 acres of agricultural land, and 1.4 acres of developed land.

The J19 vernal pool complex was mapped over much of the site (Balko et al. 1979). A subsequent study of vernal pools within San Diego County noted that pool group J19, which had contained three vernal pool indicator species (San Diego button-celery [*Eryngium aristulatum*], California orcutt grass [*Orcuttia californica*], and spreading navarretia [*Navarretia fossalis*]), had been destroyed by plowing for agriculture prior to 1986 (Bauder 1986). Bauder postulated that rehabilitation of these pools probably was not possible.

At the request of City staff, wet season fairy shrimp surveys were initiated in December 2002. Ponding occurred in tire tracks in the northwestern portion of the site and in a drainage ditch along the southwestern site boundary. No fairy shrimp were detected in either location. No vernal pools were observed on site during these surveys, in spite of substantial rainfall. Based on the on-going agricultural activity on site, lack of vernal pools, and the results of the non-protocol fairy shrimp surveys, the potential for fairy shrimp was considered low and City staff eliminated the requirement for fairy shrimp surveys.

A habitat assessment for the Quino checkerspot butterfly (*Euphydryas editha quino*) conducted on March 13, 2002 concluded that there was no potential for this species to occur on site and that focused surveys were not warranted (HELIX 2002a).

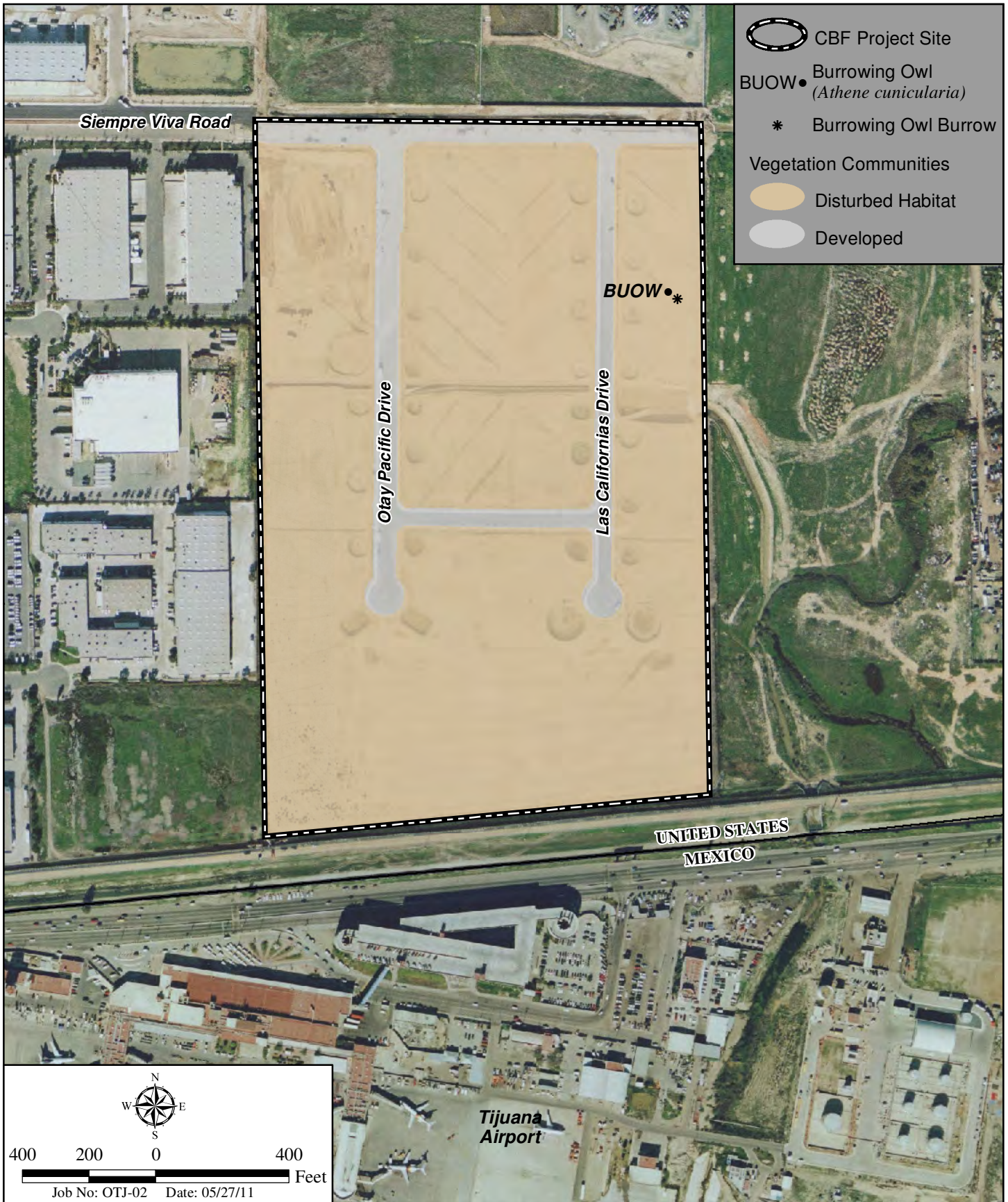
In 2007-2008, the project site was subdivided and graded for industrial park use under local approvals from the City of San Diego. The Mitigated Negative Declaration (MND) for the Las Californias Center project (SCH No. 2004021016; City of San Diego 2004) included mitigation at a 0.5:1 ratio for impacts to 1.4 acres of non-native grassland (on and off site) via either off-site acquisition of 0.7 acre of suitable habitat within the City's Multiple Species Conservation Program (MSCP) Multi-Habitat Planning Area (MHPA), or payment into the City's Habitat Acquisition Fund (with the MSCP/MHPA described below under Regional and Regulatory Context). Mitigation was provided in 2007 for impacts to 1.4 acres of non-native grassland through contribution of \$17,500 into the Habitat Acquisition Fund.

The MND and biological resources technical report for the Las Californias Center (Otay Pacific Business Park) project both addressed the burrowing owl. A biological resources technical report prepared by HELIX 2003 did not identify burrowing owls on-site at that time, and there was no nexus under CEQA to require specific mitigation for burrowing owl. The California Department of Fish and Game (CDFG) commented that occupied burrows were identified within 1,200 and 1,500 feet west of the subject property. To address CDFG's concerns in the comment letter, a pre-construction survey conducted by a qualified biologist was made a condition of project approval.

### Existing Vegetation Communities and Habitats

Following the above-described City approvals, the project site was graded and is currently vacant and has been hydroseeded for erosion control following grading. It is regularly maintained by mowing on a quarterly basis. The project site consists of 56.2 acres of disturbed habitat and 7.6 acres of developed land (Figure 5.9-1, *Vegetation and Sensitive Resources*), which are not sensitive habitats. Current elevations on site range between 466 and 472 feet above mean sea level. A brief discussion of disturbed habitat and developed land follows. There are no jurisdictional areas on site. It should be noted that the project site is not within or adjacent to the City's Multi-Habitat Planning Area (MHPA), but is subject to compliance with the City's MSCP Subarea Plan.





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## Vegetation and Sensitive Resources

OTAY-TIJUANA CROSS BORDER FACILITY DEVELOPMENT PROJECT

Figure 5.9-1





*Disturbed Habitat*

Disturbed habitat on site covers 56.2 acres and includes land cleared of vegetation (e.g., dirt roads, graded pads), land containing a preponderance of non-native plant species such as ornamentals or ruderal exotic species that take advantage of disturbance (previously cleared or abandoned landscaping), or land showing signs of past or present animal usage that removes any capability of providing viable habitat. As stated above, the project site was graded and has been hydroseeded for erosion control. Plant species within this vegetation community in the project site include (*Brassica nigra*), Australian saltbush (*Atriplex semibaccata*), crystalline iceplant (*Mesembryanthemum crystallinum*), and globe chamomile (*Oncosiphon piluliferum*).

*Developed Land*

Developed land is where permanent structures and/or pavement have been placed, which prevents the growth of vegetation, or where landscaping is clearly tended and maintained. Within the project site developed land covers 7.6 acres and consists of three roadways (Otay Pacific Drive, Las Californias Drive, and Otay Pacific Place).

Sensitive Plant Species

No special status plant species were observed during the general and spring rare plant surveys in April 2001, May and June 2002, or during other surveys (i.e., burrowing owl, fairy shrimp) on site in 2003 or 2010. In addition, no special status plant species are expected to occur on site based on its disturbed (graded and maintained) condition.

None of the City’s 15 narrow endemic species (Table 5.9-1, *Potential for Narrow Endemic Plant Species to Occur*) were observed on site during surveys and there is no potential to occur as the site has been previously graded, and is regularly mowed. Other sensitive plant species not observed at the time of HELIX’s surveys that may have potential to occur on site are listed in Table 5.9-2, *Listed or Sensitive Plant Species with Potential to Occur*, although as indicated none of these species are expected to be present due to the disturbed/developed nature of the site.

<b>SPECIES</b>	<b>STATUS*</b>	<b>POTENTIAL TO OCCUR</b>
San Diego thorn-mint ( <i>Acanthomintha ilicifolia</i> )	FT/SE CNPS List 1B.1	None. Occurs on clay soils in chaparral, coastal scrub, grasslands, and vernal pools. Suitable habitat does not occur on site.
San Diego ambrosia ( <i>Ambrosia pumila</i> )	FE/-- CNPS List 1B.1	None. Occurs in chaparral, coastal sage scrub, grasslands, and vernal pools, often in disturbed areas. Suitable habitat does not occur on site.

<b>Table 5.9-1 (cont.)                  POTENTIAL FOR NARROW ENDEMIC PLANT SPECIES TO OCCUR</b>		
<b>SPECIES</b>	<b>STATUS*</b>	<b>POTENTIAL TO OCCUR</b>
Aphanisma ( <i>Aphanisma blitoides</i> )	--/-- CNPS List 1B.2	None. Coastal bluffs near the ocean and beach dunes. Suitable habitat does not occur on site.
Coastal dunes milk-vetch ( <i>Astragalus tener</i> var. <i>titi</i> )	FE/SE CNPS List 1B.1 CA Endemic	None. Occurs in coastal bluff scrub (sandy), coastal dunes, and coastal prairie (mesic). Suitable habitat does not occur on site.
Encinitas baccharis ( <i>Baccharis vanessae</i> )	FT/SE CNPS List 1B.1 CA Endemic	None. Occurs in southern maritime and southern mixed chaparral. Suitable habitat does not occur on site.
Otay tarplant ( <i>Deinandra conjugens</i> )	FT/SE CNPS List 1B.1	None. Known from southwestern San Diego County on clay substrate in coastal sage scrub and grasslands. Suitable habitat does not occur on site.
Short-leaved dudleya ( <i>Dudleya brevifolia</i> )	--/SE CNPS List 1B.1 CA Endemic	None. Occurs in open areas and sandstone bluffs of chamise chaparral or Torrey pine forest. Suitable habitat does not occur on site.
Variegated dudleya ( <i>Dudleya variegata</i> )	--/-- CNPS List 1B.2	None. Occurs in clay substrate in woodlands, coastal scrub, grasslands, and vernal pools. Suitable habitat does not occur on site.
San Diego button-celery ( <i>Eryngium aristulatum</i> ssp. <i>parishii</i> )	FE/SE CNPS List 1B.1	None. Occurs in vernal pools, and mesic grasslands and coastal scrub. Suitable habitat does not occur on site.
Spreading navarretia ( <i>Navarretia fossalis</i> )	FT/-- CNPS List 1B.1	None. Occurs in vernal pools, marshes, playas, and chenopod scrub. Suitable habitat does not occur on site.
Snake cholla ( <i>Opuntia californica</i> var. <i>californica</i> )	--/-- CNPS List 1B.1	None. Occurs in chaparral and coastal sage scrub. Suitable habitat does not occur on site. Likely would have been observed if present.
California Orcutt grass ( <i>Orcuttia californica</i> )	FE/SE CNPS List 1B.1	None. Occurs in vernal pools, which are absent within the project site.
San Diego mesa mint ( <i>Pogogyne abramsii</i> )	FE/SE CNPS List 1B.1 CA Endemic	None. Occurs in vernal pools, which are absent within the project site.
Otay Mesa mint ( <i>Pogogyne nudiuscula</i> )	FE/SE CNPS List 1B.1	None. Occurs in vernal pools, which are absent within the project site.

\*Refer to Appendix G for an explanation of status codes.

<b>Table 5.9-2 LISTED OR SENSITIVE PLANT SPECIES WITH POTENTIAL TO OCCUR</b>		
<b>SPECIES</b>	<b>STATUS*</b>	<b>POTENTIAL TO OCCUR</b>
California adolphia ( <i>Adolphia californica</i> )	--/-- CNPS List 2.1	None. Occurs in chaparral, coastal sage scrub, and valley and foothill grassland. Appropriate habitat does not occur on site.
South coast saltscale ( <i>Atriplex pacifica</i> )	--/-- CNPS List 1B.2	None. Occurs in coastal bluff scrub or sandy, open coastal sage scrub. Appropriate habitat does not occur on site.
Golden-spined cereus ( <i>Bergerocactus emoryi</i> )	--/-- CNPS List 2.2	None. Prefers sandy soils and dry bluffs along the coast associated with maritime succulent scrub. Appropriate habitat does not occur on site.
Orcutt's brodiaea ( <i>Brodiaea orcuttii</i> )	--/-- CNPS List 1B.1 MSCP Covered	None. Occurs within mesic grasslands and adjacent to vernal pools. Appropriate habitat does not occur on site.
Lakeside ceanothus ( <i>Ceanothus cyaneus</i> )	--/-- CNPS List 1B.2 MSCP Covered	None. Generally found in inland chaparral from Crest up to the Lakeside foothills (Reiser 2001). Appropriate habitat does not occur on site.
Orcutt's bird-beak ( <i>Cordylanthus orcuttianus</i> )	--/-- CNPS List 2.1 MSCP Covered	None. Occurs in coastal sage scrub. Appropriate habitat does not occur on site.
Tecate cypress ( <i>Cupressus forbesii</i> )	--/-- CNPS List 1B.1 MSCP Covered	None. Occurs in closed-cone coniferous forest and chaparral at elevations above 1,500 feet above mean sea level. Appropriate habitat does not occur on site.
Palmer's goldenbush ( <i>Ericameria palmeri</i> ssp. <i>palmeri</i> )	--/-- CNPS List 2.2 MSCP Covered	None. Occurs in coastal drainages in mesic chaparral sites, or rarely in Diegan coastal sage scrub. Occasionally occurs as a hillside element (usually at higher elevations inland on north-facing slopes). Appropriate habitat does not occur on site.
Round-leaved filaree ( <i>Erodium macrophyllum</i> )	--/-- CNPS List 1B.1	None. Found in clay soils in open areas of grassland or sage scrub in coastal valleys. Site has been graded and is maintained.
Cliff spurge ( <i>Euphorbia misera</i> )	--/-- CNPS List 2.2	None. Occurs in maritime succulent scrub, which does not occur on site.
San Diego barrel cactus ( <i>Ferocactus viridescens</i> )	--/-- CNPS List 2.1 MSCP Covered	None. Occurs in chaparral, coastal sage scrub, valley and foothill grassland, and vernal pools. Species common in Otay Mesa. Site has been graded and is maintained.
San Diego marsh-elder ( <i>Iva hayesiana</i> )	--/-- CNPS List 2.2	None. Found in marshes, swamps, and playas. Appropriate habitat does not occur on site.

<b>Table 5.9-2 (cont.) LISTED OR SENSITIVE PLANT SPECIES WITH POTENTIAL TO OCCUR</b>		
<b>SPECIES</b>	<b>STATUS*</b>	<b>POTENTIAL TO OCCUR</b>
Gander's pitcher sage ( <i>Lepechinia ganderi</i> )	--/-- CNPS List 1B.1 MSCP Covered	None. Occurs in closed-cone coniferous forest, chaparral, coastal sage scrub, and valley and foothill grassland. Known in California from fewer than 10 occurrences. Site has been graded and is maintained.
San Diego goldenstar ( <i>Muilla clevelandii</i> )	--/-- CNPS List 1B.1 MSCP Covered	None. Occurs in chaparral, coastal sage scrub, valley and foothill grassland, and vernal pools. Appropriate habitat does not occur on site.
Little mousetail ( <i>Myosurus minimus</i> var. <i>apus</i> )	--/-- CNPS List 3.1	None. Occurs within vernal pools. Appropriate habitat does not occur on site.
Slender woolly-heads ( <i>Nemacaulis denudata</i> var. <i>gracilis</i> )	--/-- CNPS List 2.2	None. Well-developed dunes whether on the desert or rarely, along the coastal beaches. Appropriate habitat does not occur on site.
Nuttall's scrub oak ( <i>Quercus dumosa</i> )	--/-- CNPS List 1B.1	None. Occurs in closed-cone coniferous forests, chaparral, and coastal scrub. Appropriate habitat does not occur on site.
Small-leaved rose ( <i>Rosa minutifolia</i> )	--/SE CNPS List 2.1 MSCP Covered	None. Occurs in chaparral and coastal sage scrub. Appropriate habitat does not occur on site. Known in California from only 1 occurrence on Otay Mesa. Appropriate habitat does not occur on site.
Munz's sage ( <i>Salvia munzii</i> )	--/-- CNPS List 2.2	None. Occurs in chaparral and coastal sage scrub. Known from around Otay Mountain. Appropriate habitat does not occur on site.
Purple stemodia ( <i>Stemodia durantifolia</i> )	--/-- CNPS List 2.1	None. This small perennial herb typically is found growing in wet sand along minor creeks and seasonal drainages. Appropriate habitat does not occur on site.
Parry's tetracoccus ( <i>Tetracoccus dioicus</i> )	--/-- CNPS List 1B.2 MSCP Covered	None. Gabbro soils in low growing chamise chaparral and sage scrub. Appropriate soils and habitat do not occur on site.

\*Refer to Appendix G for an explanation of status codes.

### Sensitive Animal Species

One sensitive animal species, California horned lark (*Eremophila alpestris actia*), was observed during the general zoology survey in April 2001. This species was not observed during the December 2010 burrowing owl surveys (with such focused species surveys routinely including observations of other, non-targeted, species). However, a second sensitive animal species, the burrowing owl, was observed on site during the December 2010 protocol surveys for this

species. No other sensitive animal species have been observed on site; however, several sensitive animal species have the potential to occur (Table 5.9-3, *Listed or Sensitive Animal Species with Potential to Occur*). No vegetation (trees or shrubs) suitable for nesting occurs on site. As such, bird species would not use the site for nesting.

*Burrowing owl (Athene cunicularia)*

**Status:** BCC/SSC (burrow sites)

**Distribution:** In San Diego County, occurs in a few scattered sites

**Habitat:** Grassland or open scrub habitats

**Status on site:** A total of four protocol survey visits were conducted for burrowing owl in December 2010 during the burrowing owl wintering season, which is defined by the CDFG as the period between December 1 and January 31 (CDFG 1995). A solitary burrowing owl was found in one of the brow ditches located on the eastern portion of the site during the second protocol survey (Figure 5.9-1; HELIX 2011). Upon detection, the owl flushed off-site. An active burrow was observed in the same brow ditch, and in the same vicinity of where the burrowing owl was flushed. Semi-fresh and old castings were observed around the burrow. The burrow location was low in the brow ditch leaving it susceptible to flooding. Heavy rains occurred between the third and fourth survey visit which flooded the burrow. Adjacent to the eastern site boundary, five burrowing owls were observed among the mounds of discarded kelp-based soil amendment.

<b>Table 5.9-3 LISTED OR SENSITIVE ANIMAL SPECIES WITH POTENTIAL TO OCCUR</b>		
<b>SPECIES</b>	<b>LISTING OR SENSITIVITY*</b>	<b>POTENTIAL TO OCCUR</b>
<b>INVERTEBRATES</b>		
San Diego fairy shrimp ( <i>Branchinecta sandiegonensis</i> )	FE/--	None. Occurs within vernal pools in project vicinity. Appropriate habitat does not occur on site.
Quino checkerspot butterfly ( <i>Euphydryas editha quino</i> )	FE/--	None. Site is within historic range of species. Very marginal habitat, no native host plant(s) or nectar sources were observed on site. Site has been graded and is maintained.
Riverside fairy shrimp ( <i>Streptocephalus woottoni</i> )	FE/--	None. Occurs within vernal pools in project vicinity. No potential for ponding on site. Appropriate habitat does not occur on site.
<b>VERTEBRATES</b>		
<b>Reptiles and Amphibians</b>		
Orange-throated whiptail ( <i>Cnemidophorus hyperythra beldingi</i> )	--/SSC MSCP Covered	Low. Occurs in sage scrub and grassland areas. Habitat is highly disturbed.
Red diamond rattlesnake ( <i>Crotalus ruber</i> )	--/SSC	Low. Occurs in sage scrub and grassland areas. Habitat is highly disturbed.

<b>Table 5.9-3 (cont.)</b>		
<b>LISTED OR SENSITIVE ANIMAL SPECIES WITH POTENTIAL TO OCCUR</b>		
<b>SPECIES</b>	<b>LISTING OR SENSITIVITY*</b>	<b>POTENTIAL TO OCCUR</b>
<b>Reptiles and Amphibians (cont.)</b>		
San Diego horned lizard ( <i>Phrynosoma coronatum blainvillei</i> )	--/SSC MSCP Covered	Low. Occurs in sage scrub and grassland areas. Habitat is highly disturbed.
Coast patch-nosed snake ( <i>Salvadora hexalepis virgulata</i> )	--/SSC	Low. Occurs in sage scrub and grassland areas. Habitat is highly disturbed.
Western spadefoot ( <i>Spea hammondi</i> )	--/SSC	None. Occurs within vernal pools. No potential for ponding on site. Appropriate habitat does not occur on site.
Two-striped garter snake ( <i>Thamnophis hammondi</i> )	--/SSC	None. May occur in grasslands and near open water habitat. Appropriate habitat does not occur on site.
<b>Birds</b>		
Southern California rufous-crowned sparrow ( <i>Aimophila ruficeps canescens</i> )	--/WL MSCP Covered	Low. Occurs in sage scrub and grassland areas. Marginal potential habitat.
Coastal cactus wren ( <i>Campylorhynchus brunneicapillus sandiegensis</i> )	BCC/SSC MSCP Covered	None. Occurs in coastal sage scrub and chaparral where there are large thickets of cactus in which they nest. Appropriate habitat does not occur on site.
California horned lark ( <i>Eremophila alpestris actia</i> )	--/WL	Low. Prefers coastal strand, arid grasslands, and sandy desert floors. Marginal potential habitat. Observed during the general zoology survey in April 2001, but not observed in subsequent surveys.
Yellow-breasted chat ( <i>Icteria virens</i> )	--/SSC	None. Prefers mature riparian woodland. Appropriate habitat does not occur on site.
Coastal California gnatcatcher ( <i>Polioptila californica californica</i> )	FT/SSC MSCP Covered	None. Occurs in sage scrub. Appropriate habitat does not occur on site.
Least Bell's vireo ( <i>Vireo bellii pusillus</i> )	FE, BCC/SE MSCP Covered	None. Occurs within riparian habitats. Appropriate habitat does not occur on site.

<b>Table 5.9-3 (cont.) LISTED OR SENSITIVE ANIMAL SPECIES WITH POTENTIAL TO OCCUR</b>		
<b>SPECIES</b>	<b>LISTING OR SENSITIVITY*</b>	<b>POTENTIAL TO OCCUR</b>
<b>Mammals (cont.)</b>		
Northwestern San Diego pocket mouse ( <i>Chaetodipus fallax fallax</i> )	--/SSC	Low. Occurs in coastal sage scrub and ruderal areas. Trapping necessary for detection but not warranted due to species' low sensitivity.
Western mastiff bat ( <i>Eumops perotis californicus</i> )	--/SSC	None. Occurs in chaparral, where coast live oaks are found, and in arid, rocky areas, cliffs, and canyons. Appropriate habitat does not occur on site.
San Diego black-tailed jackrabbit ( <i>Lepus californicus bennettii</i> )	--/SSC	Low. Occurs primarily in open habitats including coastal sage scrub, chaparral, grasslands, croplands, and open, disturbed areas if there is at least some shrub cover present. Site has been graded and is maintained.
San Diego desert woodrat ( <i>Neotoma lepida intermedia</i> )	--/SSC	Low. Occurs in coastal sage scrub and other xeric habitats. Trapping necessary for detection but not warranted due to species' low sensitivity.
American badger ( <i>Taxidea taxus</i> )	--/SSC MSCP Covered	None. Occurs in open plains, grasslands, and fields, and pastures, and occasionally on the edges of woods. Habitat highly disturbed. Site has been graded and is maintained.

\*Refer to Appendix G for an explanation of status codes.

### Proposed Off-site Traffic Mitigation Measure Impact Areas

Four proposed off-site mitigation areas are identified in Section 3.2.3, *Circulation/Access*, of this report to address project-related traffic impacts (refer also to Section 5.2, *Transportation/Circulation*, for additional information on off-site traffic mitigation). Specifically, mitigation measures Tra-3, Tra-6/~~24~~23, Tra-12, and Tra-17, as outlined below, would require the construction of additional travel lanes or roadway widening where insufficient pavement exists today to accommodate the identified improvements (with additional description of the proposed improvements provided in Section 3.2.3) and an SDP is requested for these improvements:

- Tra-3 (Siempre Viva Road between Otay Pacific Drive and Britannia Boulevard)
- Tra-6/~~24~~23 (Britannia Boulevard between Airway Road and Siempre Viva Road)
- Tra-12 (Siempre Viva Road between Otay Pacific Drive and Las Californias Drive)
- Tra-17 (Otay Mesa Road between SR-905 southbound ramp and La Media Road)

Elevations within the noted off-site mitigation areas range from approximately 450 to 480 feet above mean sea level. Soils underlying the proposed improvement areas include Huerhuero loam (2 to 9 percent slopes), Stockpen gravelly clay loam (0 to 2 percent slopes and 2 to 5



percent slopes), Salinas clay (0 to 2 percent slopes), and Diablo clay, 2 to 9 percent slopes (Bowman 1973). None of the four proposed road improvement areas are within or adjacent to the MHPA, and none contain areas with Critical Habitat designation.

HELIX biologist Jason Kurnow conducted a field visit on June 21, 2011 to map vegetation in the vicinity of the off-site roadway segments where improvements are proposed as project-related traffic mitigation. HELIX biologist Larry Sward revisited the portion of the roadway segments for mitigation measures Tra-3 and Tra-12 (Siempre Viva Road) on August 18, 2011. The purpose of this visit was to conduct a jurisdictional delineation; a refinement of the vegetation map was made in response to the additional field work (HELIX 2011d). A total of seven vegetation communities occur within the proposed impact areas for the four noted improvement areas, including southern willow scrub, freshwater marsh, disturbed wetland, non-native grassland, ornamental, disturbed, and developed. Four of the seven listed habitats are considered sensitive according to the City of San Diego Biology Guidelines (southern willow scrub, freshwater marsh, disturbed wetland and non-native grassland), while ornamental, disturbed and developed habitats are not considered sensitive. Existing land uses in areas adjacent to/surrounding the four described off-site mitigation sites generally consist of commercial/industrial, agricultural, and undeveloped properties.

As previously noted, burrowing owl surveys were conducted for the identified off-site traffic mitigation locations in July 2011. These surveys were consistent with applicable CDFG guidelines, as outlined in Appendix G. Burrowing owls were not observed within any of the identified off-site traffic mitigation areas, although burrowing owls were observed using the non-native grassland near the south side of the eastern end of Tra-17. Specifically, two burrowing owls were observed approximately 380 feet south of Tra-17 (HELIX 2011b in Appendix G). Based on the presence of the nearby owls, the non-native grassland within Tra-17 is considered to be occupied by burrowing owls. No burrowing owls were observed in the vicinity of the other three off-site traffic mitigation areas (Tra-3, Tra-6/2423, and Tra-12), with the associated non-native grassland habitat at these sites considered unoccupied with respect to burrowing owls.

### **Subsequent Off-site Traffic Mitigation Measure Impact Areas**

Seventeen additional off-site traffic mitigation areas are identified in Section 5.2, *Transportation/Circulation*, that would require the construction of additional travel lanes or roadway widening where insufficient pavement exists today to accommodate the identified improvements. Subsequent SDPs and environmental review would be required to implement these measures:

- Tra-14 (Airway Road between SR-905 and La Media Road)
- Tra-15 (Airway Road between La Media Road and Britannia Boulevard)
- Tra-18 (La Media Road between SR-905 and Airway Road)
- Tra-19 (La Media Road between Airway Road and Siempre Viva Road)
- Tra-88 (Britannia Boulevard/Airway Road)
- Tra-90 (Siempre Viva Road between Las Californias Drive and Britannia Boulevard)
- Tra-91 (Siempre Viva Road between Otay Pacific Drive and Las Californias Drive)
- Tra-92 (Airway Road between La Media Road and Britannia Boulevard)
- Tra-93 (Otay Mesa Road between SR-125 southbound ramp and La Media Road)

- Tra-94 (Otay Mesa Road between La Media Road and Britannia Boulevard)
- Tra-95 (Otay Mesa Road between Britannia Boulevard and Cactus Road)
- Tra-96 (Otay Mesa Road between Cactus Road and Heritage Road)
- Tra-97 (Otay Mesa Road between Heritage Road and Caliente Avenue)
- Tra-99 (Britannia Boulevard Airway Road and Siempre Viva Road)
- Tra-100 (Heritage Road-Otay Valley Road between Avenida De Las Vistas and Otay Mesa Road)
- Tra-101 (I-5 north of Palm Avenue)
- Tra-102 (SR-905 between Caliente Avenue and I-805)

The preliminary impact areas for Tra-14, Tra-15, Tra-18, and Tra-19 (identified as mitigation for Phase 2 traffic impacts in Section 5.2) were surveyed by HELIX to map vegetation in the vicinity of the off-site roadway segments (HELIX 2011d). Sensitive wetland and upland habitats occur within these impact areas, including freshwater marsh, emergent wetland, vernal pool/basin, and non-native grassland (refer to Figures 4, 5, 7 and 8 in Appendix G). Impact areas for Tra-15 and Tra-19 occur within the MHPA near Airway Road and La Media Road. Non-native grassland habitat in the vicinity of Tra-15 would be considered occupied by burrowing owls because of the confirmed presence of burrowing owls in the vicinity (HELIX 2011b). In addition, the 0.01-acre of vernal pool/basin habitat identified within the Tra-19 impact area could potentially support San Diego and/or Riverside fairy shrimp, both of which are federally listed as endangered species. Other species with the potential to occur in these areas are listed in Table 5.9-3.

The preliminary impact areas for Tra-88, Tra-90, Tra-91, Tra-92, Tra-93, Tra-94, Tra-95, Tra-96, Tra-97, Tra-99, and Tra-100 (identified as mitigation for Existing Plus Project traffic impacts in Section 5.2) were surveyed by HELIX biologist in 2011d, as part of the proposed project, and in 2002, as part of the State Route 905 (SR-905) biological technical report. Based on those survey results contained in Appendix G to this EIR and in Figures 4-1A and 4-1B of the SR-905 biological technical report, it was determined that these impact areas contain developed and disturbed areas, as well as various sensitive wetland and upland habitats, including freshwater marsh, southern willow scrub, disturbed wetland, coastal sage scrub, and non-native grassland (HELIX 2011d and HELIX 2002). In addition, the MHPA crosses Otay Mesa Road in the vicinity of Tra-96 (as shown in Figure 4-1A in the SR-905 biological technical report) in an area that is mapped as containing agricultural and disturbed areas (HELIX 2002b). It is assumed that the non-native grassland within these impact areas could support burrowing owls given the recent observations of owls near Airway Road and Otay Mesa Road shown in Figure 3 of the burrowing owl survey conducted for the proposed project (HELIX 2011c). Other species with the potential to occur in these areas are listed in Table 5.9-3.

Mitigation measures Tra-101 (I-5 between Main Street and Palm Avenue) and Tra-101 (SR-905 between Caliente Avenue and I-805) call for adding lanes to existing freeway facilities (under the Existing Plus Project condition). According to the 2050 Draft Regional Transportation Plan (RTP) EIR, the section of I-5 between Main Street and Palm Avenue (which is a part of the I-5 Palomar Street to SR-905 segment identified in the RTP) where off-site traffic improvements would occur is an urbanized area that does not feature sensitive habitat or species (SANDAG 2011). For Tra-102, Caltrans obtained environmental clearance on right-of-way (ROW) between I-805 and the Otay Mesa ROW to build a six-lane freeway that could ultimately accommodate construction of eight lanes from I-805 to the Otay Mesa POE (HELIX 2002b). Currently, the

segment of SR-905 where Tra-102 is proposed features a four-lane facility within the ultimate disturbed ROW for the freeway; no sensitive resources exist in the off-site impact area for Tra-102. In both cases, there is no potential for sensitive habitats or species in the vicinity of these off-site freeway impact areas.

## **Regional and Regulatory Context**

Locally, the significance of biological resources occurring within a project site are assessed based on the species' or habitats' importance to the region as a whole, relative quality of the resources, and degree of connection with larger open space or preserved areas.

### Wildlife Corridors/Linkages

One of the primary objectives of the MSCP is to maintain a preserve system that allows plants and animals to maintain their existence at both local and regional levels. This preserve system, called the MHPA, is a network composed of core biological resource areas (large blocks of habitat) and linkages/wildlife corridors. The previously graded project site and proposed off-site traffic mitigation impact areas are outside and not adjacent to the MHPA. MHPA does occur in the vicinity of three of the off-site traffic mitigation impact areas, for which an SDP is not being requested at this time, as discussed above. The off-site traffic mitigation impact areas near MHPA are adjacent to existing roads, which do not provide any opportunities for wildlife movement. As such, the project site and all related off-site areas do not function as linkages or wildlife corridors.

### Federal

The federal Endangered Species Act (ESA) and subsequent amendments (16 U.S.C. Section 1531, et seq; also see 50 CFR Part 402) provide for the conservation of endangered and threatened species and the ecosystems upon which they depend. Under Section 7 of the federal ESA, federal agencies are required to consult with U.S. Fish and Wildlife Service (USFWS) and the National Oceanic and Atmospheric Administration (NOAA) to ensure that they are not undertaking, funding, permitting, or authorizing actions likely to jeopardize the continued existence of listed species or destroy or adversely modify designated critical habitat. Critical habitat is defined as geographic locations critical to the existence of a threatened or endangered species. The federal ESA defines take as "harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect, or any attempt at such conduct." The outcome of consultation under Section 7 can be a Biological Opinion or an incidental take permit. Since no listed plant or animal species were identified within the project site as described below, no consultation with the USFWS is required. However, the potential exists for listed species (specifically, San Diego and/or Riverside fairy shrimp, both of which are federally listed as endangered species) in the off-site traffic mitigation impact area Tra-19 where vernal pool/basin occurs.

The USFWS identifies critical habitat for endangered and threatened species. Critical habitat is defined as areas of land that are considered necessary for endangered or threatened species to recover. The ultimate goal is to restore healthy populations of listed species within their native habitat so they can be removed from the list of threatened or endangered species. Once an area is designated as critical habitat pursuant to the federal ESA, all federal agencies must consult

with the USFWS to ensure that any action they authorize, fund, or carry out is not likely to result in destruction or adverse modification of the critical habitat. No critical habitat for any listed species occurs on the project site or off-site traffic mitigation areas.

The Federal Clean Water Act (CWA) (33 U.S.C. 1344) is the primary federal law regulating wetlands and waters. The CWA regulates the discharge of dredged or fill material into Waters of the U.S. (WUS), including wetlands. Waters of the U.S. include navigable waters, interstate waters, territorial seas, and other waters that may be used in interstate or foreign commerce. To classify wetlands for the purposes of the CWA, a three-parameter approach is used that includes the presence of hydrophytic (water-loving) vegetation, wetland hydrology, and hydric soils (soils subject to saturation/inundation). All three parameters must be present, under normal circumstances, for an area to be designated as a jurisdictional wetland under the CWA.

Section 404 of the CWA establishes a regulatory program that provides that no discharge of dredged or fill material can be permitted if a practicable alternative exists that is less damaging to the aquatic environment or if the nation's waters would be significantly degraded. The Section 404 permit program is run by the U.S. Army Corps of Engineers (Corps) with oversight by the US Environmental Protection Agency (EPA). Since no WUS, including federally-jurisdictional wetlands, were identified within the project site or proposed off-site traffic mitigation impact areas as described below, the CWA does not apply to the project. Should it be determined during subsequent review that any of the other off-site traffic mitigation measures, for which an SDP is not being requested at this time, could impact WUS, such as Tra-15, Tra-18 and Tra-19, the CWA would apply to those improvements.

The Migratory Bird Treaty Act (MBTA) is a federal statute that prohibits the ability to “pursue, hunt, take, capture, kill, attempt to take, capture or kill, possess, offer for sale, sell, offer to purchase, purchase, deliver for shipment, ship, cause to be shipped, deliver for transportation, transport, cause to be transported, carry, or cause to be carried by any means whatever, receive for shipment, transportation or carriage, or export, at any time, or in any manner, any migratory bird, included in the terms of this Convention... for the protection of migratory birds... or any part, nest, or egg of any such bird.” This statute allows the USFWS to enforce the prohibition of direct “taking” of active nests. Implementation of this law typically includes restrictions on development activities when sensitive nesting birds, including raptors, are present. Because the burrowing owl has been observed on site and in the vicinity of proposed off-site traffic mitigation impact area Tra-17, the MBTA applies to the project. It is likely that the MBTA would also apply to some of the other off-site traffic mitigation areas, for which an SDP is not being requested, because of the presence of burrowing owls on Otay Mesa.

### State of California

The California ESA is similar to the federal ESA in that it contains a process for listing of species and regulating potential impacts to listed species. California ESA Section 2081 authorizes the CDFG to enter into a memorandum of agreement for the take of listed species for scientific, educational, or management purposes. Since no California ESA-listed species were identified within the project site or proposed off-site traffic mitigation impact areas, and there is no potential for occurrence of California ESA-listed species on site, as described below, the California ESA does not apply to the project.

The California Fish and Game Code (Sections 1600 through 1603) requires a CDFG agreement for projects affecting riparian and wetland habitats through issuance of a Streambed Alteration Agreement (SAA). CDFG jurisdictional boundaries are determined based on the presence of riparian vegetation or regular surface flow. Streambeds within CDFG jurisdiction are delineated based on the definition of streambed as “a body of water that flows at least periodically or intermittently through a bed or channel having banks and supporting fish or other aquatic life. This includes watercourses having a surface or subsurface flow that supports riparian vegetation (Title 14, Section 1.72). This definition for CDFG jurisdictional habitat allows for a wide variety of habitat types to be jurisdictional, including some that do not include wetland species (e.g., oak woodland and alluvial fan sage scrub). In addition, CDFG jurisdictional habitat includes all riparian shrub or tree canopy that may extend beyond the banks of a stream. There are no CDFG jurisdictional areas present at the project site, although wetland habitats that are considered likely to be CDFG-jurisdictional are present on proposed off-site mitigation area Tra-3. Accordingly, CDFG Sections 1600 through 1603 would apply to the project. Should it be determined during subsequent CEQA review that any of the other off-site traffic mitigation measures, for which an SDP is not being requested at this time, could impact CDFG-jurisdictional areas, such as Tra-15, Tra-18 and Tra-19, CDFG Sections 1600 through 1603 would apply to those improvements.

Raptors (birds of prey) and owls and their active nests are protected by California Fish and Game Code 3503.5, which states that it is unlawful to take, possess, or destroy any birds of prey or to take, possess, or destroy the nest or eggs of any such bird unless authorized by the CDFG. Because the burrowing owl has been observed on site and in the vicinity of proposed off-site traffic mitigation impact area Tra-17, the MBTA applies to the project. It is likely that the MBTA would also apply to some of the other off-site traffic mitigation areas for which an SDP is not being requested at this time, because of the presence of burrowing owls on Otay Mesa.

### City of San Diego

The City adopted its MSCP Subarea Plan in March 1997 to meet the requirements of the NCCP Act of 1991, the federal ESA, and the California ESA. The Subarea Plan regulates effects on natural communities throughout the City and identifies preserve areas within the City as the MHPA. The project site and proposed off-site traffic mitigation impact areas are located within the City’s MSCP Subarea Plan, but outside of and not adjacent to the MHPA. Therefore, the City’s Land Use Adjacency Guidelines would not apply. Other off-site traffic mitigation measures, for which an SDP is not being requested at this time, are within the MHPA and would need to comply with the City’s Land Use Adjacency Guidelines. It should be noted that circulation element roads are permitted within the MHPA.

### *Special Conditions for MSCP Covered Species*

Impacts to most species covered by the MSCP are considered to be mitigable through appropriate habitat preservation within the MHPA preserve. While this is true for species with wide geographic distributions, certain species with very limited geographic ranges would require additional conservation measures to assure their long-term survival (City 1997a). These species are referred to as “narrow endemics” in the MSCP and have additional conditions placed upon them. For narrow endemic species outside of the MHPA, the following protection measures would apply as appropriate: (1) avoidance, (2) management, (3) enhancement, and/or

(4) transplantation to areas identified for preservation. No narrow endemic species were observed on site and there is no potential for narrow endemics to occur on site given that the site was previously graded and is regularly mowed.

One MSCP covered species (burrowing owl) was observed on the project site and in the vicinity of proposed off-site mitigation area Tra-17. The following is the condition of coverage for burrowing owl as stated in Table 3-5 of the MSCP:

“During the environmental analysis of proposed projects, burrowing owl surveys (using appropriate protocols) must be conducted in suitable habitat to determine if this species is present and the location of active burrows. If burrowing owls are detected, the following mitigation measures must be implemented: within the MHPA, impacts must be avoided; outside of the MHPA, impacts to the species must be avoided to the maximum extent practicable; any impacted individuals must be relocated out of the impact area using passive or active methodologies approved by the wildlife agencies; mitigation for impacts to occupied habitat (at the Subarea Plan specified ratio) must be through the conservation of occupied burrowing owl habitat or conservation of lands appropriate for restoration, management and enhancement of burrowing owl nesting and foraging requirements.

Management plans/directives must include: enhancement of known, historical and potential burrowing owl habitat; and management for ground squirrels (the primary excavator of burrowing owl burrows). Enhancement measures may include creation of artificial burrows and vegetation management to enhance foraging habitat. Management plans must also include: monitoring of burrowing owl nest sites to determine use and nesting success; predator control; establishing a 300 foot wide impact avoidance area (within the preserve) around occupied burrows.”

#### *City of San Diego Environmentally Sensitive Lands (ESL)*

In July 1997, the USFWS, CDFG, and City entered into the Implementing Agreement for the MSCP (City of San Diego 1997b), which allows the incidental take of threatened and endangered species as well as regionally sensitive species that it aims to conserve (i.e., covered species). The MSCP designates regional preserves intended to be mostly void of development activities, while allowing development of other areas subject to the requirements of the program. The purpose of the ESL ordinance is to “protect, preserve and, where damaged restore, the environmentally sensitive lands of San Diego and the viability of the species supported by those lands.” Environmentally sensitive lands are defined to include sensitive biological resources, steep hillsides, coastal beaches, sensitive coastal bluffs and 100-year floodplains. Additional discussion of the ESL regulations and their requirements is provided in Section 5.1, *Land Use*. No ESL occur within the project site given that it was previously graded, is regularly mowed, and is outside and not adjacent to the MHPA. All four of the proposed off-site traffic mitigation areas contain ESL in the form of sensitive biological resources (as described below), although none of these areas are within or adjacent to the MHPA.

## 5.9.2 Impacts

**Issue 1: Would the project directly or indirectly impact 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 CDFG or USFWS?**

### **Impact Thresholds**

The City evaluates significance of impacts to biological resources in several ways. First, all projects are evaluated through the CEQA process. Guidelines for determining significance of impacts under CEQA and mitigation requirements for these impacts are based in large part on the City's Significance Determination Thresholds (2007). According to these thresholds, a proposed project would have a significant impact on biological resources if the project would result in:

1. 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 CDFG or USFWS?
2. 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 CDFG or USFWS?
3. 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. Interfering 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. A 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. Introducing land use within an area adjacent to the MHPA that would result in adverse edge effects?
7. A conflict with any local policies or ordinances protecting biological resources?
8. An introduction of invasive species of plants into a natural open space area?

## Impact Analysis

### Project Site Impacts

The project site is not within or adjacent to the MHPA. It has been graded, is regularly mowed, and does not contain sensitive habitat of biological value (wetlands or Tier I, II or III habitats). No significant impact to sensitive habitats, including wetlands, would occur. Impacts to disturbed and developed land (Figure 5.9-2, *Vegetation and Sensitive Resources/Impacts*) are not considered significant and do not require mitigation. The site does not function as a linkage or wildlife corridor. The project would not conflict with any adopted regional or local conservation plan or local policies or ordinances. No indirect impacts resulting from lighting, noise, human activity, edge effects, or changes in drainage patterns would occur given that the site has been graded, is regularly mowed, and is not within or adjacent to the MHPA. As such, Significance Determination Thresholds 2 through 8 are not discussed with respect to the project site in the remainder of this section.

Both potential land use development scenarios are collectively addressed herein with no land use scenario having a significantly greater potential for biological resources impacts than the other given that both scenarios would involve disturbing the same amount of land on site. No worst-case scenario is therefore identified.

### *Sensitive Plant Species*

No federally or state listed or MSCP narrow endemic or covered species were observed on site and none are expected to occur on site based on its disturbed (graded and maintained) condition.

### *Sensitive Animal Species*

As previously stated, a solitary burrowing owl was observed in one of the brow ditches on site during protocol surveys conducted in December 2010. Upon detection, the owl flushed off-site. An active burrow was observed in the same brow ditch, and in the same vicinity of where the burrowing owl was flushed. Semi-fresh and old castings were observed around the burrow. The burrow location was low in the brow ditch, leaving it susceptible to flooding. As stated above, the project site was subdivided and graded in 2007-2008 for industrial park use under prior approvals from the City of San Diego. The Mitigated Negative Declaration (MND) for the Las Californias Center project (SCH No. 2004021016; City of San Diego 2004) included mitigation at a 0.5:1 ratio for impacts to 1.4 acres of non-native grassland (on and off site) via either off-site acquisition of 0.7 acre of suitable habitat within the MHPA or payment into the City's Habitat Acquisition Fund. Mitigation was provided in 2007 for impacts to 1.4 acres of non-native grassland through contribution of \$17,500 into the Habitat Acquisition Fund. Because of the presence of a burrowing owl on site, project implementation would directly impact a burrowing owl burrow that has become established since the site was graded.

With regard to potential indirect impacts to sensitive animal species, the project site and its surroundings are outside the MHPA; therefore, strict compliance with the Land Use Adjacency Guidelines (which address indirect effects from development on the MHPA) is not required. As noted in Section 2.0, *Environmental Setting*, land immediately surrounding the site is designated for



industrial use and certain parcels feature industrial buildings and operations, while other parcels are currently vacant. Potential indirect impacts to sensitive animal species that inhabit undeveloped, vacant lands outside the MHPA would be avoided through project compliance with regulations contained in the San Diego Municipal Code (SDMC), specifically the Noise Ordinance (Section 59.5.0401), Grading Ordinance (Section 142.0710), and Lighting Ordinance (Section 142.0740) that all limit construction and operational effects on adjacent properties. Therefore, because proposed development within the project site would comply with existing regulations and the site and surroundings are outside the MHPA, less than significant indirect impacts would occur.

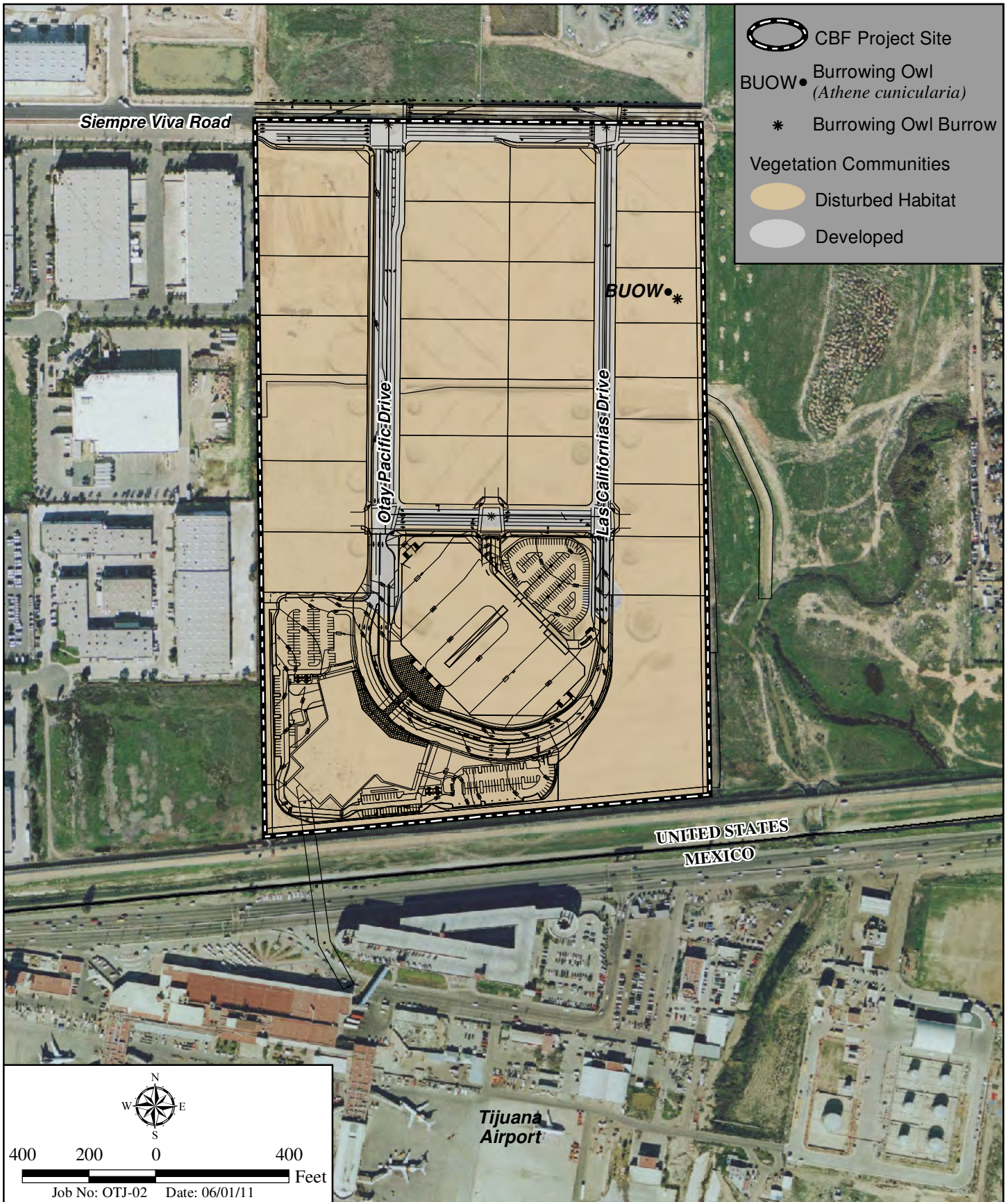
#### Proposed Off-site Traffic Mitigation Measure Impact Areas – Project Level Analysis for SDP

Implementation of the proposed off-site traffic mitigation (Tra-3, Tra-6/~~24~~23, Tra-12 and Tra-17) described in Section 3.0 and shown on Figure 5.9-3a, *Overview of Off-site Traffic Mitigation Site Locations*, would result in direct impacts to sensitive habitats, and the sensitive species that inhabit those areas occurring off-site and adjacent to the associated existing roads in the Otay Mesa community (refer to Figure 5.9-3b, *Proposed Off-site Transportation/Circulation Mitigation – Otay Mesa Road [Mitigation Measure TRA-17]*, Figure 5.9-3c, *Proposed Off-site Transportation/Circulation Mitigation – Britannia Boulevard [Mitigation Measure TRA-6/~~24~~23]*, and Figure 5.9-3d, *Proposed Off-site Transportation/Circulation Mitigation – Siempre Viva Road [Mitigation Measures TRA-3 and TRA-12]*). These off-site traffic mitigation measures would collectively result in the following direct impacts to sensitive habitats: non-native grassland (2.6 acres), freshwater marsh (0.02 acre), southern willow scrub (0.03 acre) and disturbed wetland (0.04 acre). Impacts to these habitats would be considered significant according to the City's significance determination thresholds and ESL regulations, and biological mitigation would be required in compliance with the City Biology Guidelines and MSCP Subarea Plan. Indirect impacts to sensitive species (burrowing owl) would also occur at one of the proposed off-site mitigation areas (Tra-17), and would be considered significant and require associated mitigation as noted for sensitive habitat impacts. Project-related impacts to the identified sensitive habitats and species are outlined below for the four proposed off-site traffic mitigation areas.

Project-specific impacts of the four proposed off-site traffic mitigation measures for which an SDP is requested are outlined below.

#### *Tra-3 (Siempre Viva Road between Otay Pacific Drive and Britannia Boulevard)*

Direct impacts to sensitive vegetation from implementing Tra-3 would include approximately 0.85 acre of non-native grassland, 0.02 acre of freshwater marsh, 0.03 acre of southern willow scrub, and 0.04 acre of disturbed wetland (Figure 5.9-3d). The total direct impacts to sensitive habitats in this off-site area are approximately 0.94 acre, of which 0.09 acre is comprised of wetland habitat. Impacts to wetlands cannot be avoided because they occur approximately 35 feet north of existing pavement within the right-of-way and graded area for Siempre Viva Road, a circulation element road in the Otay Mesa Community Plan (HELIX 2003; City of San Diego 2004). The improvements required for the proposed project would expand the paved surface of the road north to achieve full-width improvements and to match the existing full-width portion of the road immediately west of project site, consistent with City roadway standards. Wetland habitat at this location is within a temporary drainage channel constructed with the Otay Pacific Business Park project in 2007, and running parallel to the road adjacent to interim (half



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## Vegetation and Sensitive Resources/Impacts

OTAY-TIJUANA CROSS BORDER FACILITY DEVELOPMENT PROJECT

Figure 5.9-2







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## Overview of Off-site Traffic Mitigation Site Locations

OTAY-TIJUANA CROSS BORDER FACILITY DEVELOPMENT PROJECT

Figure 5.9-3a









**Proposed Off-site Transportation/Circulation Mitigation - Otay Mesa Road (Mitigation Measure TRA-17)**

OTAY-TIJUANA CROSS BORDER FACILITY DEVELOPMENT PROJECT







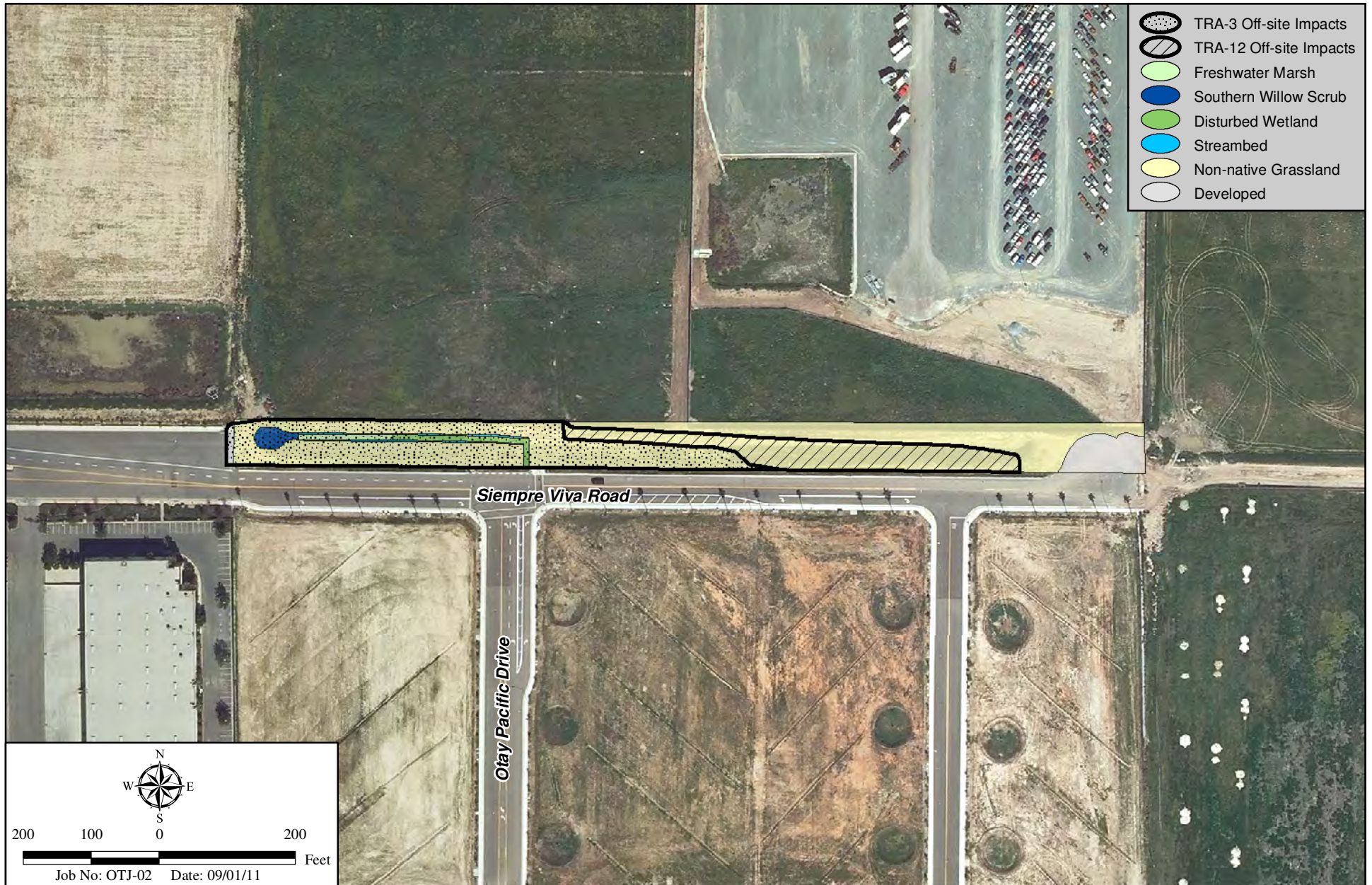


**Proposed Off-site Transportation/Circulation Mitigation - Britannia Boulevard  
(Mitigation Measure TRA-6/23)**

OTAY-TIJUANA CROSS BORDER FACILITY DEVELOPMENT PROJECT







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## Proposed Off-site Transportation/Circulation Mitigation - Siempre Viva Road (Mitigation Measures TRA-3 and TRA-12)

OTAY-TIJUANA CROSS BORDER FACILITY DEVELOPMENT PROJECT

Figure 5.9-3d



width) improvements for Siempre Viva Road (per condition 31 of Tentative Map Resolution 3514-PC for TM No. 7078, and contained on Grading Plan 33340-D and Improvement Plans 33339-D). This drainage channel was designed to temporarily convey flows from the adjacent areas via the existing 24-inch storm drain pipe west of the improvement area. Once the full-width improvements of Siempre Viva are built, the channel is expected to be filled in to accommodate the remaining half-width road improvements, and the drainage would be conveyed in a permanent storm-drainage control system that connects the existing storm drain facilities. Because the channel was built within the graded area as part of the half-width improvements and within the right-of-way for Siempre Viva Road, the wetland habitat within the channel is not naturally occurring and not considered to be a City wetland (as defined in the City Biology Guidelines and ESL regulations). Impacts to this wetland habitat cannot be avoided as previously noted, and would be allowable by the City. It is anticipated that the channel would not be jurisdictional under federal regulations, because it consists of a constructed feature located in an upland area. The wetland features within the channel, however, are considered likely to be jurisdictional under CDFG regulations. Based on the described conditions, impacts to non-native grassland, freshwater marsh, southern willow scrub, and disturbed wetland at off-site mitigation area Tra-3 would be significant because of their potential to be jurisdictional.

No burrowing owl or burrowing owl sign was observed within or adjacent to this location, and no associated direct or indirect impacts would result.

*Tra-6/2423 (Britannia Boulevard between Airway Road and Siempre Viva Road)*

Direct impacts to sensitive vegetation communities associated with mitigation measure Tra-6/2423 would consist of approximately 0.38 acre of non-native grassland. The total vegetation impacts at this site would be approximately 3.75 acres, including the noted non-native grassland area and approximately 3.4 acres of non-sensitive habitats (i.e., ornamental, disturbed and developed areas, refer to Figure 5.9-3c).

No burrowing owl or burrowing owl sign was observed within or adjacent to this location, and no associated direct or indirect impacts would result.

*Tra-12 (Siempre Viva Road between Otay Pacific Drive and Las Californias Drive)*

Off-site mitigation area Tra-12 includes approximately 0.48 acre, with this entire area encompassing non-native grassland habitat that would be directly impacted by the associated roadway improvements (Figure 5.9-3d).

No burrowing owl or burrowing owl sign was observed within or adjacent to this location, and no associated direct or indirect impacts would result.

*Tra-17 (Otay Mesa Road between SR-905 southbound ramp and La Media Road)*

Direct impacts to sensitive vegetation communities associated with Tra-17 would consist of approximately 0.89 acre of non-native grassland. The total vegetation impacts at this site would be approximately 2.2 acres, including the noted non-native grassland area and approximately 1.3 acres of non-sensitive habitats (i.e., disturbed and developed areas, refer to Figure 5.9-3b).



While no burrowing owls were observed within the impact area defined for Tra-17, two burrowing owls were observed within non-native grassland habitat located approximately 380 feet south of the eastern end of Tra-17 (HELIX 2011b in Appendix G, refer to Figure 5.9-3b). Based on the presence of the nearby owls, the impacted non-native grassland habitat at this location would be considered occupied by burrowing owls. Accordingly, significant indirect impacts to burrowing owls would result from implementation of Tra-17.

#### Subsequent Off-site Traffic Mitigation Measure Impact Areas – Subsequent Permits/Environmental Review

Implementation of the additional off-site traffic mitigation measures listed above under *Existing Conditions* are addressed programmatically herein and would require subsequent CEQA review and SDPs. The following discussion addresses the sensitive biological resources associated with the additional mitigation measures anticipated to be required with the potential for impacts to ESL within their impact footprints. Impacts to Tier I through III sensitive habitats would be considered significant according to the City's significance determination thresholds and ESL regulations, and mitigation would be required in compliance with the City Biology Guidelines and MSCP Subarea Plan. Potential impacts and related mitigation associated with the additional off-site traffic mitigation measures are addressed at a programmatic level in this EIR because they are not included as part of the proposed project.

A number of the Phase 2 off-site traffic measures (specifically, Tra-14, Tra-15, Tra-18 and Tra-19) would result in impacts to sensitive wetland and upland habitats, including freshwater marsh, emergent wetland, vernal pool/basin, and non-native grassland (HELIX 2011b), some of which occur within the MHPA near Airway Road and La Media Road (refer to Figure 5.9-3a). In addition, some of the impacted non-native grassland habitat would be considered occupied by burrowing owls because of the presence of burrowing owls in vicinity of these off-site areas. Thus, the potential for indirect impacts to burrowing owls within and outside of the MHPA would exist. In addition, the 0.01-acre of vernal pool/basin habitat identified within the Tra-19 mitigation area could potentially support San Diego and/or Riverside fairy shrimp, both of which are federally listed as endangered species. Impacts to these sensitive resources would be considered significant and would be regulated by the ESL regulations (as well as applicable state and federal regulations pursuant to associated Wildlife Agency requirements). Indirect impacts to the MHPA adjacent to Tra-15 and Tra-19 related to grading/development (i.e., accidental encroachment) would also be considered potentially significant, in accordance with the MSCP Land Use Adjacency Guidelines. Potential indirect effects on adjacent MHPA related to lighting, drainage/toxins and noise would be avoided through compliance with associated City Land Use Adjacency regulations and development standards in the Municipal Code.

A number of the Existing Plus Project off-site traffic mitigation improvements to local roads in the Otay Mesa area (specifically, Tra-90, Tra-91, Tra-92, Tra-94, Tra-95, Tra-96 and Tra-98) would result in impacts to various sensitive wetland and upland habitats, including freshwater marsh, southern willow scrub, disturbed wetland, coastal sage scrub, and non-native grassland, based on vegetation mapping conducted for the proposed project (HELIX 2011d) and the SR-905 project (HELIX 2002b). Although the MHPA crosses Otay Mesa Road in the vicinity of Tra-96, the area is mapped as containing agricultural and disturbed areas (HELIX 2002b). Thus, it is anticipated that no impacts to sensitive resources in the MHPA would occur. Indirect impacts to burrowing owls

outside the MHPA would also be expected in these off-site traffic mitigation areas, given the recent observations of burrowing owls using the non-native grassland near Airway Road and Otay Mesa Road (HELIX 2011d).

Freeway improvements described in Tra-100 (I-5 between Main Street and Palm Avenue) and Tra-101 (SR-905 between Caliente Avenue and I-805) for the Existing Plus Project condition would be consistent with planned regional improvements for those facilities (i.e., Draft Regional Transportation Plan [RTP]/South Corridor Study [SCS] and SR-905). According to the 2050 Draft RTP EIR, the section of I-5 between Main Street and Palm Avenue (which is a part of the I-5 Palomar Street to SR-905 segment identified in the RTP/SCS) where off-site traffic improvements would occur is an urbanized area that does not feature sensitive habitat or species (SANDAG 2011). Based on this programmatic information, implementation of Tra-100 would not be expected to result in secondary impacts to biological resources. Caltrans is currently developing a Project Study Report – Project Development Support for the I-5 South between I-15 and the San Ysidro POE, which will further enumerate on these findings and develop the engineering design for the required improvements along this freeway segment (AECOM 2010). For the segment of SR-905 where Tra-101 would occur, Caltrans obtained environmental clearance on right-of-way (ROW) between I-805 and the Otay Mesa ROW to build a six-lane freeway that could ultimately accommodate construction of eight lanes from I-805 to the Otay Mesa POE (HELIX 2002b). Currently, SR-905 features a four-lane facility (a portion of which is under construction) within the ultimate disturbed ROW; implementation of Tra-101 would expand the existing freeway to its six-lane configuration within the disturbed ROW. No secondary impacts to biological resources would occur from implementation of Tra-101. Based on the above SANDAG and Caltrans information, the Existing Plus Project off-site freeway mitigation measures would be implemented within the existing ROW for those freeways (AECOM 2010; Caltrans 2004); thus, no secondary impacts to biological resources would occur as a result of these mitigation measures.

## **Significance of Impact**

### Project Site

No significant direct impact to unique, rare, endangered, sensitive, or fully protected species of plants would occur.

A potential significant direct impact to burrowing owl at the project site would occur upon project implementation. Indirect impacts to burrowing owl due to loss of on-site foraging habitat could result through project implementation, but would not be significant. As noted above, the proposed project site was graded under the Mitigated Negative Declaration for the Las Californias Center (SCH No. 2004021016). Mitigation was provided for impacts to non-native grassland at the MSCP Subarea Plan ratio 0.5:1 for impacts to 1.4 acres of non-native grassland (outside MHPA, mitigated inside MHPA) prior to issuance of the prior grading permit.

### Proposed Off-site Traffic Mitigation Impact Areas - SDP

Significant direct impacts to off-site sensitive habitats, including non-native grassland, freshwater marsh, southern willow scrub and disturbed wetland would occur as a result of implementing proposed off-site traffic mitigation. In addition, significant indirect impacts to burrowing owl would occur in association with off-site traffic mitigation area Tra-17.

### Subsequent Off-site Traffic Mitigation Impact Areas – Subsequent Permits/Environmental Review

Significant direct impacts to additional off-site sensitive habitats caused by a number of the other traffic mitigation measures identified in Section 5.2 (i.e., not proposed as part of the project), including coastal sage scrub, non-native grassland, freshwater marsh, southern willow scrub, emergent wetland, and vernal pool/basin would occur as a result of implementing the additional traffic mitigation recommended for Phase 2 and Existing Plus Project conditions (see Section 5.2 for a complete listing of measures). In addition, significant indirect impacts to burrowing owl and possibly direct impacts to San Diego and/or Riverside fairy shrimp could occur in association with these additional off-site traffic mitigation improvements.

### **Mitigation, Monitoring and Reporting**

The following mitigation shall be implemented by the project applicant and is required consistent with the MSCP Subarea Plan to reduce potential project direct (on-site) and indirect (off-site) impacts to burrowing owl, as well as direct impacts to off-site sensitive habitats and indirect impacts to the off-site MHPA, to below a level of significance.

### Project Site Mitigation Measures

**Bio – 1** To avoid injuring or killing burrowing owl during final on-site grading, a pre-construction survey of the area where evidence of an occupied burrow was observed and where the burrowing owl was observed shall be conducted. The survey shall take place no more than 30 days prior to initiation of clearing and grading (and related activities such as equipment access or equipment/material staging). If necessary, weed removal (by whacking, bush hogging, or mowing) shall be conducted to make all potential burrows in the relevant impact area more easily observed. A qualified biologist shall monitor weed removal to ensure that active burrows are not disturbed during the process. Cameras may be used to determine if a burrow is active or inactive. A letter report shall be submitted to the Mitigation Monitoring Coordinator prior to the pre-construction meeting with the results of the pre-construction survey.

Prior to the issuance of the first grading permit, any impacted individuals must be relocated out of the impact area using passive or active methods approved by the Wildlife Agencies and the City. In accordance with the approved method, a qualified biologist shall implement a relocation process including the collapse of the existing burrowing owl burrow within the project footprint consistent with the approved Exhibit A. At a minimum, the process would include the following:

- If owls are present, a qualified biologist shall implement an eviction process with the use of one-way doors. Once the owls have vacated the burrows (this should take approximately 48 hours after installation of one-way doors), all burrows shall be carefully excavated (to confirm they are empty) and then filled to prevent occupation or reoccupation. A qualified biologist shall carry out the eviction, excavation, and filling.

**Bio – 2** Prior to issuance of the first grading permit, the applicant shall provide to the satisfaction of the City (a) two artificial owl burrows (constructed and/or purchased) in the Otay Mesa area, and (b) a plan outlining a two-year management and monitoring program for the artificial burrow site, unless the management entity already has a management program in place. The burrows may be located on conserved and managed land and shall be within the limits of the City’s MSCP Subarea Plan. Possible artificial owl burrow sites include the Otay A/B/C parcels, Robinhood Ridge preserve, Goat Mesa, City Public Utilities land, The Environmental Trust (TET) Otay Mesa sites, or other areas supporting suitable burrowing owl habitat. Use of City lands for an artificial burrow site would require review and approval by the City Department responsible for management of the selected parcel. The applicant shall be responsible for providing funding for maintenance associated with the artificial burrows, should that funding not already be in place.

**Bio – 3** To mitigate for potential direct impacts to burrowing owl, the applicant shall contract with a qualified biologist to conduct a pre-construction survey (four visits) within the limits of the project site footprint consistent with the approved Exhibit A. The survey shall take place no more than 30 days prior to initiation of clearing and grading (and related activities such as equipment access or equipment/material staging). If necessary, weed removal (by whacking, bush hogging, or mowing) shall be conducted to make potential burrows within the project footprint consistent with the approved Exhibit A more easily observed. A qualified biologist shall monitor weed removal to ensure that active burrows are not disturbed during the process. Cameras may be used to determine if any observed potential burrows are active or inactive. A letter report shall be submitted to the Mitigation Monitoring Coordinator (MMC) prior to the pre-construction meeting with the results of the preconstruction survey; the MMC shall provide a copy of the preconstruction survey to the Wildlife Agencies for information purposes. If burrowing owls are not detected during the pre-construction survey then no additional mitigation is necessary.

If the survey identifies occupied burrowing owl burrows within the proposed project site footprint, consistent with the approved Exhibit A, then any impacted individuals must be relocated out of the impact area using measures conducted in accordance with Bio-3a or Bio-3b prior to initiation of construction activities (including operations such as such as equipment access or equipment/material staging). The measures to be implemented in the event of positive results (occupied burrows) depend on whether the project activities would occur within, or outside of, the burrowing owl breeding season (February 1 – August 31). If the protocol for relocating impacted owls changes from that described in Bio-3a or Bio-3b, the method for relocating owls shall be approved by the Wildlife Agencies and the City.



*Outside of the breeding season*

- Bio-3a: If owls are occupying burrows within the project site footprint consistent with the approved Exhibit A and construction activities would occur outside of the breeding season, a qualified biologist shall implement a burrow eviction process with the use of one-way doors. Once the owls have vacated the burrows (this should take approximately 48 hours after installation of one-way doors) those burrows shall be carefully excavated (to confirm they are empty) and then filled to prevent occupation or reoccupation. A qualified biologist shall carry out the eviction, excavation, and filling. No additional measures would be required.

*Within the breeding season*

- Bio-3b: If owls are present within the project site footprint consistent with the approved Exhibit A and construction activities would occur between February 1 and August 31 (breeding season), no grading or construction activities shall occur within 300 feet of an active nest within the project site footprint consistent with the approved Exhibit A until the young have fledged. A qualified biologist shall monitor the nest burrow and make the determination as to when the young have fledged. When breeding activities have ended the biologist will implement a burrow eviction process (as described in Bio-3a) to ensure that no owls remain in the nest. When breeding is complete and owls have been cleared from the burrow, construction activities may resume. No additional measures would be required.

Proposed Off-site Traffic Mitigation Measures - SDP

- Bio-4** Prior to issuance of grading permits for proposed off-site roadway improvements (i.e., in association with Tra-3, Tra-6/2423, Tra-12, and Tra-17), related direct impacts to non-native grassland habitat shall be mitigated at the appropriate ratio, depending on whether or not the impacted habitat is occupied by burrowing owls (as identified below in Bio-4a and Bio-4b). This measure shall be implemented through either habitat preservation in appropriate areas (upon approval by the Wildlife Agencies), ~~or~~ payment into the City's Habitat Acquisition Fund (HAF), purchase of the mitigation credits from the City's Marron Valley Cornerstone Bank, payment into an established grassland or dedicated endowment fund, should one be established, or contribution to an established owl/grassland enhancement effort, should one be established, as determined in the City of San Diego Biology Guidelines and MSCP Subarea Plan, to the satisfaction of the Development Services Director or Environmental Designee.

*Non-Occupied Non-Native Grassland Habitat*

- Bio-4a: Direct impacts to non-native grassland habitat determined not to be occupied by burrowing owl shall be mitigated at a 0.5:1 ratio in accordance with the City Biology Guidelines.

### *Occupied Non-Native Grassland Habitat*

- Bio-4b: Direct impacts to non-native grassland habitat determined to be occupied by burrowing owl shall be mitigated at a 1:1 ratio in accordance with the City Biology Guidelines. This mitigation requirement shall be met through preservation or habitat restoration/enhancement (e.g., placement of artificial burrows) of owl-occupied habitat or contribution to an owl restoration effort in the Otay Mesa vicinity. All areas preserved as mitigation for occupied non-native grassland shall either support burrowing owls, or shall implement an associated restoration plan to provide suitable burrowing owl habitat (with prior approval of the restoration plan by the City and Wildlife Agencies).

**Bio-5** Prior to issuance of grading permits for proposed off-site roadway improvements ~~along Otay Mesa Road (i.e., in association with with Tra-17)~~, a pre-construction survey for burrowing owl shall be conducted within suitable habitat in the proposed improvement areas pursuant to the scope and methodology described above under Bio-3.

**Bio-6** Prior to issuance of grading permits for proposed individual off-site roadway improvements (i.e., in association with Tra-3), related direct impacts to wetland habitats shall be mitigated by obtaining approved Wildlife Agency permits, and implementing associated habitat creation, restoration, and/or purchase of mitigation credits in an approved bank (e.g., Rancho Jamul) at appropriate ratios, and per approval by the Wildlife Agencies. Specifically, direct impacts to freshwater marsh, southern willow scrub and disturbed wetland habitats shall be mitigated at a 2:1 ratio or other applicable ratio[s] as directed by the Wildlife Agencies issuing the applicable permits).

**Bio-7** Prior to issuance of grading permits for proposed off-site roadway improvements adjacent to sensitive habitat, the entire limits of grading shall be delineated with orange construction fencing (or other appropriate barrier) under the supervision of a qualified biologist to preclude entry into adjacent sensitive habitats. The need to install fencing shall be noted on the project construction drawings.

### Subsequent Off-site Traffic Mitigation Measures – Subsequent SDP and Environmental Review

The following measures are anticipated to be required should SDP(s) be requested for any of the seventeen off-site traffic mitigation measures listed above under Existing Conditions that are not proposed at this time:

Prior to issuance of grading permits for future individual off-site roadway improvements, associated direct impacts to non-native grassland habitat shall be mitigated at the appropriate ratios, depending on whether or not the impacted habitat is occupied by burrowing owls (as described above in Bio-4a and Bio-4b). For impacts to occupied non-native grassland within the MHPA, the required mitigation ratio would be 1.5:1. This mitigation requirement shall be met through preservation or habitat restoration/enhancement (e.g., placement of artificial burrows) of owl-occupied habitat or contribution to an owl restoration effort in the Otay Mesa vicinity. ~~This measure shall be implemented through either habitat preservation in appropriate areas (upon~~

~~approval by the Wildlife Agencies), or payment into the City's Habitat Acquisition Fund, as determined in the City of San Diego Biology Guidelines and MSCP Subarea Plan, to the satisfaction of the Development Services Director or Environmental Designee.~~

Prior to issuance of grading permits for future individual off-site roadway improvements along Airway and La Media roads (i.e., in association with Tra-15 and Tra-19), as well as any other areas subsequently identified as occupied burrowing owl habitat, a pre-construction survey for burrowing owl shall be conducted within the proposed improvement areas pursuant to the scope and methodology described above under Bio-3.

Prior to issuance of grading permits for future individual off-site roadway improvements, associated direct impacts to coastal sage scrub shall be mitigated at a 2:1 ratio in accordance with the City Biology Guidelines. This measure shall be implemented through either habitat preservation in appropriate areas (upon approval by the Wildlife Agencies), or payment into the City's Habitat Acquisition Fund as determined in the City of San Diego Biology Guidelines and MSCP Subarea Plan, to the satisfaction of the Development Services Director or Environmental Designee. The entire limits of grading shall be delineated with orange construction fencing (or other appropriate barrier) under the supervision of a qualified biologist to preclude entry into adjacent sensitive habitats. The need to install fencing shall be noted on the project construction documents.

Prior to issuance of grading permits for future individual off-site roadway improvements, associated direct impacts to wetland habitats shall be mitigated in accordance with City regulations and by obtaining approved Wildlife Agency permits, and implementing associated habitat creation, restoration, and/or purchase of mitigation credits in an approved bank (e.g., Rancho Jamul) at appropriate ratios, and with approval by the Wildlife Agencies. Specifically, direct impacts to wetland habitats and shall be mitigated as outlined below.

Prior to issuance of grading permits for future off-site roadway improvements along La Media Road (i.e., in association with Tra-19), as well as any other areas of vernal pool/basin habitat subsequently identified as potentially impacted, a pre-construction survey(s) for San Diego and Riverside fairy shrimp shall be conducted pursuant to applicable Wildlife Agency protocols. If fairy shrimp are not detected during the pre-construction survey(s) then no additional mitigation is necessary. If fairy shrimp are detected, then direct impacts to vernal pool /basin habitat occupied by San Diego and/or Riverside fairy shrimp shall be mitigated by creating and/or restoring additional habitat that supports one or both of these species (as applicable), at an appropriate ratio to be determined by the associated Wildlife Agencies. A vernal pool/basin creation/restoration plan shall be prepared and implemented to the satisfaction of the Wildlife Agencies and City, and shall include creation/restoration of appropriate habitat and hydrology to provide for propagation of San Diego and Riverside fairy shrimp. Specifically, the described plan shall incorporate appropriate vernal pool plant species, and shall modify micro-topography to provide appropriate hydrology for pools and associated species. Management and monitoring specified in the plan shall ensure that appropriate success criteria are met.

Prior to issuance of grading permits for future individual off-site roadway improvements adjacent to the MHPA or sensitive habitat, the entire limits of grading shall be delineated as described above in Bio-7.

## 5.10 VISUAL QUALITY/NEIGHBORHOOD CHARACTER

### 5.10.1 Existing Conditions

#### Visual Setting and Site Characteristics

The project site is located in the Otay Mesa community within the City of San Diego, immediately adjacent to the U.S.-Mexico International border. The TIJ Airport passenger terminal lies in Mexico, approximately 500 feet south of the project site. As illustrated in Figure 5.1-1, surrounding land uses in the vicinity include a mixture of industrial and vacant land, the TIJ Airport, and auto storage. Photographs were taken to illustrate the character of the project site and the various land uses in the area. The locations of the photographs are identified in Figure 5.10-1, *Key Photograph Locations*.

The project site is a relatively flat parcel that has been previously graded. Elevations on site range from 468 feet above mean sea levels (AMSL) to 472 feet AMSL (Figure 3-2). Two public roads, Otay Pacific Drive and Las Californias Drive, are located within the boundaries of the project and form cul-de-sacs at their southern termini. These two cul-de-sacs are connected via Otay Pacific Place, a third public street that is approximately 600 feet in length and located entirely within the boundaries of the project site. Street lighting is present within the project boundaries, along Otay Pacific Drive, Las Californias Drive, and Otay Pacific Place. There are six sedimentation/detention basins present on the site. Street-side landscaping (i.e., trees, shrubs and groundcover) exists along the parkway that aligns the on-site public roads. Figure 5.10-2, *Project Site Photographs*, contains photographs taken of the site. Due to the disturbed nature of the project site and the absence of natural landforms or vegetation (besides the vegetated erosion control on building pads and ornamental perimeter trees and landscaping along roads), the visual quality of the project site is considered low.

#### Neighborhood Character

The project site is in the community of Otay Mesa, in an area characterized by industrial development and vacant land. The immediate vicinity of the project site consists of a combination of vacant land and industrial-type uses, with the U.S.-Mexico International border and Mexico to the south. A 16.5-foot high chain-link border fence is located at the southern boundary of the site. Directly adjacent to the site on the south (beyond the border fence) is a 150-foot strip reserved for the U.S. Border Patrol. Tall floodlights are present along the 150-foot strip. An area designated for the planned extension of a truck haul route that would lead to the existing Otay Mesa POE is also located south of the project site. As shown in Figure 5.1-1, the TIJ Airport terminal, air traffic control tower, and five-story parking structure are located approximately 500 feet south of the project site, across the border and beyond the 150-foot Border Patrol strip. The parking structure at the airport has rooftop parking and lighting. Northeast of the project site is a sand and gravel operation. To the east is a parcel that is undeveloped and contains a drainage easement that flows into Mexico (refer to Figure 2-3). To the west are parcels that contain a combination of existing industrial buildings and vacant land. The industrial buildings in the immediate project vicinity consist mainly of low-profile (i.e., two story), concrete-tilt up buildings. Street lighting is present along area roadways in the

project vicinity. Parcels used for auto storage are located in the project area, to the northeast, east, and northwest of the project site. Two single-family residential uses are also present in this portion of the Otay Mesa community. One is located in the center of an auto storage area, while another is located on the corner of a block containing industrial uses.

In general, the neighborhood character consists of a mixture of industrial-type uses and vacant land, with auto storage scattered through the area. The neighborhood character and the associated visual quality of these uses are described below. Figure 5.10-3, *Photographs of Nearby Land Uses*, provides photographs of various land uses in the immediate vicinity of the project site that are representative of the character of the area.

### **Existing Landforms**

As noted above, the project site is topographically level as depicted in the existing Tentative Map contained in Figure 3-2 and illustrated in accompanying aerial photographs. Land in the immediate vicinity of the project site is also relatively flat. Topographical features visible from the project site includes Otay Mountain to the northeast, and Cerro Jesus Maria Mountain (in Mexico), to the southeast.

Otay Mountain is located northeast of the project site, at a distance of approximately 6 miles. Although Otay Mountain is visible from the project site, intervening industrial buildings and development are present in the foreground.

Mountains in Mexico are visible from the project site. Cerro Jesus Maria Mountain is located to the southeast of the site, at a distance of approximately 9 miles. Similar to Otay Mountain, while Cerro Jesus Maria is visible from the project site, there are a number of intervening man-made structures that partially obscure views from the project site. These structures include the border fence, airport development, an above-ground tank, billboards, street lights, buildings, and trees.

### **Views**

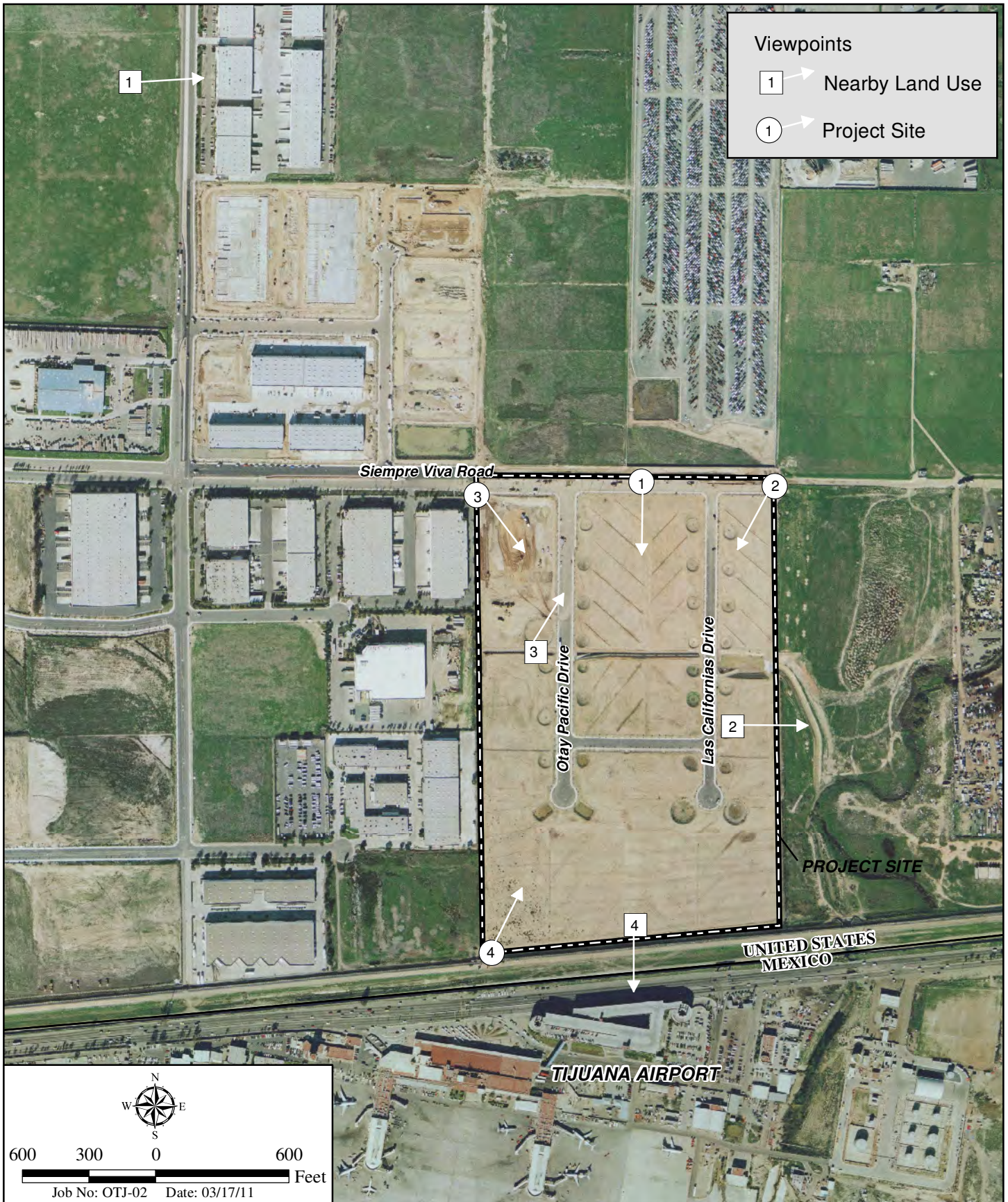
#### Designated Views

As adjacent land uses consist mainly of vacant land or industrial-type uses, there are no nearby public vistas, designated scenic roads, or viewsheds that would be considered sensitive to changes in views associated with the development of the proposed project

#### Public Views

Public views of the project site are available from portions of public roadways in the immediate vicinity, including Britannia Boulevard, Bristow Court, Britannia Court, and Siempre Viva Road. Three public roadways are within the boundaries of the project site and would, therefore, also offer views to the public of the project site: Las Californias Drive, Otay Pacific Drive, and Otay Pacific Place. While there are existing trees along the project frontage on Siempre Viva Road, Las Californias Drive and Otay Pacific Drive, they do not obstruct views into the site from these roadways. Thus, the site is easily visible from the travel lanes of these roadways to the public.





## Key Photograph Locations

OTAY-TIJUANA CROSS BORDER FACILITY DEVELOPMENT PROJECT

Figure 5.10-1







**1. View from Siempre Viva Road, facing south**



**2. View from northeast corner of project site, facing southwest**

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## **Project Site Photographs**

OTAY-TIJUANA CROSS BORDER FACILITY DEVELOPMENT PROJECT

Figure 5.10-2a







**3. View from northwest corner of project site, facing southeast**



**4. View from southwest corner of project site, facing northeast**

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## **Project Site Photographs**

OTAY-TIJUANA CROSS BORDER FACILITY DEVELOPMENT PROJECT

Figure 5.10-2b





**1. Concrete tilt-up industrial buildings**



**2. Vacant land and industrial uses**

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## **Photographs of Nearby Land Uses**

OTAY-TIJUANA CROSS BORDER FACILITY DEVELOPMENT PROJECT

Figure 5.10-3a







**3. Auto storage area and sand and gravel operation**



**4. Border fence and TIJ parking garage**

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## **Photographs of Nearby Land Uses**

OTAY-TIJUANA CROSS BORDER FACILITY DEVELOPMENT PROJECT

Figure 5.10-3b



Siempre Viva Road is a two-lane roadway along the northern boundary of the site. The paved portion of Siempre Viva Road ends at the northeastern corner of the project site, but continues on easterly as a dirt road for approximately 0.5 mile, until it meets up with another paved portion of Siempre Viva Road. It is assumed that the public generally does not drive across the unpaved portion of Siempre Viva Road, but will in the future when it is paved. Therefore, the project site would be visible to motorists traveling east on Siempre Viva Road, from Britannia Boulevard or further west. Industrial buildings along the south side of Siempre Viva Road would obstruct most of the project site from the view of motorists until the motorists are almost at the project site.

Britannia Boulevard is a north-south orientated, four-lane divided roadway that extends from SR-905 to Britannia Court near the U.S./Mexico border. While some views of the site are visible from Britannia Boulevard, they are generally obstructed by industrial buildings on parcels adjacent to the west of the project site. The project site is visible to motorists traveling south or north on Britannia Boulevard (south of Siempre Viva Road) only intermittently and for very short periods through narrow setback areas between industrial buildings. North of Siempre Viva Road, the site would not be visible to motorists on Britannia Boulevard.

Bristow Court and Britannia Court, which are two lane, east-west orientated roadways, also provide views onto the site from the west, but are partially obstructed by the same industrial buildings that block views from Britannia Boulevard. Bristow Court and Britannia Court are approximately 2,100 feet in length and provide access to the industrial uses off of Britannia Boulevard, south of Siempre Viva Road. Bristow Court ends in a cul-del-sac approximately 700 feet east of Britannia Boulevard. Motorists heading eastbound on Bristow Court would have views of the northern portion of the project site, although it would be partially obstructed by ornamental trees and two industrial buildings. Views of the southern portion of the site would be obstructed by an industrial building. Britannia Court, which is also a cul-de-sac at its eastern terminus provides motorists travelling east on the street views of the site. The southern third of the site is easily visible to motorists on this roadway, as the intervening land between the cul-de-sac and the southern portion of the site is vacant. Views of the northern two thirds of the project site are obstructed to motorists by low-profile concrete tile-up industrial buildings.

Otay Mountain Truck Trail, located on Otay Mountain, is a graded, gravel-paved roadway mainly used by border patrol agents. Some mountain bikers and off-road vehicle motorists desiring a scenic view also use this road. Otay Mountain Truck Trail provides access to and across the Bureau of Land Management land and wildlife conservation area at Otay Mountain. Excluding the border patrol, less than 1,000 drivers use the road annually. While the general area of the project site is visible from the Otay Mountain Truck Trail, at a distance of approximately 6 miles, the site itself is indistinguishable from adjacent and surrounding industrial land uses.

### **Applicable Development Regulations**

The CBF and industrial uses on the site would be constructed consistent with the applicable development regulations from the heavy industrial zone (IH-2-1) in the LDC and the design guidelines of the PDP. The hotel and commercial portions of the site would be constructed



consistent with the applicable development regulations from the visitor-serving commercial zone (CV-1-1) in the LDC and the design guidelines of the PDP.

The primary applicable development regulations of these zones pertaining to visual quality and neighborhood character include maximum structure height, maximum floor to area ratio (FAR), and setback requirements. These regulations relate to the bulk and scale of development projects. There are no height limits for structures in industrial zones, except as limited by Overlay Zones. The project site is not within an Overlay Zone. The maximum allowable FAR for the IH-2-1 zone is 2.0. The minimum setback requirement is 20 feet. The maximum allowable height for structures in CV-1-1 zone is 60 feet. The maximum FAR is 2.0. There is a minimum setback of 10 feet in the CV-1-1 zone.

The project site is not located within any designated scenic views recognized by the OMCP. The Urban Design Element of the City's General Plan contains policies relevant to visual resources and visual character in the City (refer to Table 5.1-1, *City of San Diego Land Use Goals, Objectives, and Policies Consistency Evaluation*). These include policies related to architecture, landscape, lighting, signs, utilities, and policies specific to different land use types.

### **5.10.2 Impact**

**Issue 1: Would the project have a substantial adverse effect on a scenic vista?**

**Issue 2: Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?**

### **Impact Thresholds**

The City's Significance Determination Thresholds regarding visual impact criteria establishes thresholds for potential impacts to public views from designated open space areas, roads or parks, and for project impacts to visual landmarks or scenic vistas. In order for a project to result in a significant impact, one or more of the following conditions must apply:

- The project would substantially block a view through a designated public view corridor as shown in an adopted community plan, the General Plan, or the Local Coastal Program;
- The project would cause substantial view blockage from a public viewing area of a public resource (such as the ocean) that is considered significant by the applicable community plan;
- The project exceeds the allowed height or bulk regulations, and this excess results in a substantial view blockage from a public viewing area; and/or
- The project would have a cumulative effect by opening up a new area for development, which will ultimately cause "extensive" view blockage.

### **Impact Analysis**

The potential land use scenario wherein the CBF is constructed in conjunction with industrial, hotels, commercial development is the focus of this impact analysis as it has a significantly

greater potential for visual quality impacts because of its potential to construct taller structures than the CBF/Industrial scenario, which would be more consistent with the existing patterns of industrial development surrounding the project site. The worst-case condition is, therefore, analyzed for the purposes of the above impact thresholds for Visual Quality/Neighborhood Character.

As noted above under Existing Conditions, there are no designated viewpoints, view corridors, scenic routes, or scenic vistas on site or in the project vicinity. The project is located in an area that consists of a combination of vacant land and industrial uses. No substantial scenic resources are located in the immediate vicinity. The project site is vacant and graded and also does not contain any substantial scenic resources or natural landforms that could be considered important visual resources. Existing street trees along Las Californias Drive and Otay Pacific Place would remain in place until future uses are developed. Existing trees along the southern boundary of Siempre Viva Road would be relocated in the new parkway to accommodate the widened right-turn pocket but their relocation would not constitute an impact since the road is not considered scenic. For these reasons, the project would not result in any impacts on a scenic vista or on scenic resources.

As discussed previously under *Land Use*, the project site would be developed with buildings that are consistent with applicable regulations of the IH-2-1 and CV-1-1 zones and the design guidelines of the PDP. There is no height limit on structures in the IH-2-1 zone. Nonetheless, the CBF building itself would be built approximately 42 feet above grade, while the parking structure, at maximum build-out, would be four levels and the bulk of the structure would be approximately 40 feet in height, with several entrance cores that would be 48 feet in height above grade. The pedestrian bridge extending south from behind the CBF building over the border to Mexico would rise a minimum of 33 feet in height above grade (19 feet minimum for the columns and 14 feet for the bridge corridors). The proposed industrial buildings would likely be developed as two-level, tilt-up style architecture approximately 40 feet in height similar to existing industrial development on Otay Mesa and be consistent with the height allowances of the IH-2-1 zone. The minimum setback requirement in the IH-2-1 zone is 20 feet. Up to 50 percent of the length of the building façade may observe the minimum front setback provided the remaining percentage observes the standard front setback of 25 feet. The proposed commercial and hotel uses would be developed consistent with the CV-1-1 zone and the design guidelines of the PDP. The hotels would be up to four stories and would not exceed 60 feet in height. The commercial uses would be developed consistent with the requirements for the CV-1-1 zone, which includes a maximum structure height of 60 feet. The minimum setback in the CV-1-1 zone is 10 feet. Because both the hotel and commercial uses would be developed consistent with the requirements of the CV-1-1 zone and the conditions of the PDP, construction of these uses would not result in the creation of excess bulk that would block views.

Given the unique uses of the project (relative to existing pattern of development in the area), the proposed CBF and its parking structure, hotels and commercial development would have the potential to be taller structures in a surrounding context of lower-profile buildings on Otay Mesa. The CBF parking structure, in particular, would have the greatest potential to create bulk and scale that does not exist on site or in the project area due to its size (772,000 SF) and height, which would result in some view blockage. However, this bulk would not be due to exceedances

of allowed height or bulk regulations as it would comply with the IH-2-1 zone and no sensitive views exist in the Otay Mesa area. For all of the above reasons, project impacts associated with bulk and view blockages of designated public view corridors and views of public resources would be less than significant.

The project site is located in an area that consists of a combination of industrial and vacant lands. While the project site and some adjacent land are currently vacant, the immediate area does include existing industrial development. The project site is zoned and planned for industrial development, and has previous approvals for industrial development. There is already existing infrastructure in place at the project site. For these reasons, the development of the proposed project would not result in a cumulative effect by opening up a new area for development.

### **Significance of Impact**

Because the project would not impact scenic resources, no significant visual impacts would occur.

### **Mitigation, Monitoring, and Reporting**

No mitigation measures would be required.

### **5.10.3 Impact**

#### **Issue 3: Would the project substantially degrade the existing visual character or quality of the site and its surroundings?**

#### **Impact Thresholds**

According to the City's Significance Determination Thresholds, neighborhood character impacts may be significant if the project would:

- Propose a land use type which is substantially different from the surrounding area;
- Exceed the allowed height or bulk regulations and existing patterns of development in the surrounding area by a significant margin;
- Have an architectural style or use building materials in stark contrast to adjacent development where the adjacent development follows a single or common architectural theme;
- Substantially conflict with the natural topography or visual character of the area by creating an architectural style that is in stark contrast with the surrounding environment through excessive bulk, signage, or architectural features;
- Result in the loss, isolation, or degradation of a community identification symbol, or landmark (i.e., a stand of trees, coastal bluff, historic landmark), which is identified in the General Plan, applicable community plan or coastal program; and/or
- Be located in a highly visible area (e.g., on a canyon edge or adjacent to an interstate highway) and would strongly contrast with the surrounding development or natural topography through excessive bulk, signage, or architectural projections.

## Impact Analysis

The potential land use scenario wherein the CBF is constructed in conjunction with all industrial development has a significantly greater potential for visual quality impacts related to the mass and bulk of the parking structure than the CBF/Hotels/Commercial/Industrial scenario, as the hotels would block views of the parking structure more effectively than the lower-profile industrial buildings. While the CBF/Industrial development scenario is considered worst-case for these thresholds, the following discussion analyzes both scenarios to provide the reader a clear understanding of the visual character and quality impacts associated with both scenarios for the impact thresholds identified above for Visual Quality/Neighborhood Character.

### Land Use Patterns

In terms of visual character, the proposed project would be compatible with surrounding industrial land uses from a land use character perspective, as discussed in Section 5.1, *Land Use*. The proposed project would include the CBF, commercial, industrial, and hotel uses. With the land uses in the area primarily consisting of industrial development and vacant lots, the addition of the proposed CBF, hotel and commercial uses would introduce uses not currently existing in the immediate vicinity. However, these uses would compliment and not conflict with existing uses in the area. The CBF would be situated along the US-Mexico International border on the southernmost lots of the project site. It would be separated from on- and off-site development by surface and structured parking areas. Although it would be a unique use for this portion of the community, it would be setback and isolated from surrounding development, the exception being the industrial properties immediately west of the project site. As noted above, the CBF and its parking structure would comply with all development regulations in the LDC. The CBF component of the project would appear more commercial in character than typical industrial uses on Otay Mesa. For the proposed CBF, passenger vehicles would be arriving and departing from the facility with greater frequency compared to typical industrial uses. While the increased frequency of persons arriving and departing at the site would result in visual changes in the existing industrial setting, there are no sensitive viewers that would be adversely affected by the aesthetics of frequent passenger car departures and arrivals.

The commercial uses would be located on the northernmost lots adjacent to Siempre Viva Road. This commercial area would be adjacent to industrial development on the west, industrial uses associated with the proposed project on the south, and vacant lots to the north and east that are designated for industrial use. The proposed hotels would be adjacent to industrial uses associated with the proposed project on the north and potentially east, existing industrial uses on the west, and the CBF and associated parking structure on the south. While the proposed commercial and hotel uses are different than those currently existing in the area, they are not considered incompatible uses from a visual character perspective. The commercial and hotel uses would be sited and constructed consistent with the requirements of the CV-1-1 zone in the LDC and the design guidelines of the PDP. The CV-1-1 zone contains restrictions on setbacks, structure height limits, maximum FAR, landscape and screening requirements, and other design-related restrictions that would prevent visual conflicts between the uses. Additionally, the PDP would establish a maximum FAR for the commercial and industrial development below that identified in the LDC. The maximum FAR would be 0.3 for commercial uses and 0.5 for

industrial uses. Compliance with the LDC and the PDP would prevent visual conflicts between the CBF, hotel/commercial uses, and industrial uses (both on- and off-site). Furthermore, the project design would be consistent with the design objectives of the OMCP as demonstrated in Table 5.1-1 in the *Land Use* section of this report by implementing an aesthetically pleasing project and landscaping, including street lighting, signage and fencing. Therefore, the proposed project would not result in any substantial impacts related to the change in visual character of the area.

### Bulk and Scale

In terms of the allowable height and bulk regulations, the proposed project would be constructed consistent with the applicable development regulations from the IH-2-1 zone (for the CBF and industrial uses), and the CV-1-1 zone (for the commercial and hotel uses) and the design guidelines contained in the PDP. Under the CBF/Industrial land use scenario, the CBF parking structure, at maximum build-out, would generally be approximately 40 feet in height above grade; however, it would be similar in scale to the nearby TIJ Airport five-story parking structure that is visible from the project area and similar in scale to the CBF and proposed industrial development, which would be 42 and 40 feet in height, respectively. Another taller structure proposed on site is the CBF pedestrian bridge, which would rise a minimum of 33 feet in height above grade (19 feet minimum for the columns and 14 feet for the bridge corridors), but would be behind the CBF and lower in height than the CBF and parking structure. While the bridge would be a visible change along the border zone, and a component of the proposed project that may be noticeable to people present in the border area, it would be located on the back side of the CBF building and, therefore, not visible from public roads, except for the future truck route planned for construction immediately south of the project site. Motorists along the future truck route would likely see the pedestrian bridge, which would be approximately 33 feet in height and extend over the truck route lanes. As discussed previously, there are no height limits for structures in industrial zones, except as limited by Overlay Zones. Because the proposed project site is not located within an Overlay Zone, there are no applicable height limits for the CBF and industrial buildings proposed on site. However, as discussed above, the height of the proposed CBF parking structure and the pedestrian bridge are consistent with the height of the nearby structures at the TIJ Airport and the height of the sand and gravel operations equipment that are visible in the project area. Nonetheless, the proposed four-story, 772,000-SF building would be larger in scale than many of the surrounding lower-profile industrial buildings that exist in the project area. Although the proposed parking structure would be noticeably larger in scale and height than the existing patterns of development, it would be consistent with the height requirements of the zone (which has no limit on structure heights) and with the bulk requirements of the zone.

Visual relief from the bulk of the parking structure would be achieved through a combination of articulation of the structure itself, the use of landscaping in the street yard setbacks and street rights-of-way, and blockages by intervening industrial buildings on site. Specifically, the façade of the parking structure would slope diagonally away from Otay Pacific Place, while “curving” parallel to the private drop-off road for the CBF, through a series of splayed surfaces, each breaking the bulk of the parking structure into smaller pieces. The majority of the structure’s bulk would therefore be presented to the surface parking lot on the northeast side of the parking structure situated along the on-site private road. Viewers in vehicles traveling southbound

towards the CBF on Otay Pacific Drive would have prominent views of the parking structure. Figure 5.10-4, *Views of CBF and Parking Structure from Area Roads*, provides three-dimensional views of the CBF and parking structure from various roadways in the project area. The parking structure has been designed to intentionally feature its shortest walls along the entrance to the CBF, with the north and northwest elevations of the parking garage measuring 125 feet and 100 feet in length, respectively (refer to Figure 3-3). The orientation of the parking structure in this manner shields viewers entering the site from the largest walls of the structure that would create visible bulk, placing those walls along the back-side of the structure where CBF users would be exiting the site. By providing much smaller areas of structure mass within the viewer's field of vision while entering the site and heading to the CBF, the appearance of bulk from the most visible side of the parking structure would be greatly reduced. Additionally, because the north and northwest elevations of the parking garage would be shorter in length, landscaping would provide a more effective screening of the structure along these more visible areas, as the portion of the facade visible to viewers would be greatly screened along these elevations (refer to Figures 3-8a and 3-8b). The northwest elevation, which is the first corner of the structure that would be visible to vehicles traveling southbound on Otay Pacific Drive, also would feature a pedestrian entryway that would be approximately 50 feet in width, further breaking up the massing of the structure along that elevation. The entryway would include an egress tower with open railing for all four stories of the parking garage, which would reduce the size of the wall by approximately 50 percent on the northwest elevation. In addition to the orientation of the building, the open-air architectural design of the parking structure would mean that at least 50 percent of the wall space would be open. In addition, the façade would be articulated and would only present three horizontal upstand bands to the viewer, topped by short sections of light, floating metal roofs, and designed to reflect the V-shaped roofs of the CBF.

Future development of the other uses on site would also shield and/or partially reduce views of the large parking structure for viewers along Siempre Viva Road and heading southbound on Otay Pacific Drive as demonstrated in Figure 5.10-4. Future construction at the site under the CBF/Industrial land use scenario would result in less visual shielding since the industrial structures would be lower in stature than the hotel and commercial buildings permitted on site under the other land use scenario. While the industrial buildings would be shorter in height than the parking structure and hotels/commercial uses, they would provide blockage of the lower portions of the parking structures for viewers on Siempre Viva Road and southbound travelers along Otay Pacific Drive (as shown in Figure 5.10-4). The architectural design of the parking structure would provide visual relief for the mass and bulk of the structure if a portion of the structure would extend above the industrial buildings and adjacent public roads and private drive.

In contrast, the CBF/hotels/commercial/industrial scenario would feature hotels and commercial uses on the northern portion of the project (instead of industrial buildings). Hotel uses would be sited generally north of the CBF and parking structure (refer to Figure 3-1). Similar to the parking structure, the hotels could be up to four stories in height and could be taller than the parking structure if constructed up to the maximum permitted structure height of 60 feet above grade, in accordance with the CV-1-1 zone. Development of hotels northerly (including to the northeast and northwest) of the parking structure would effectively screen much if not all of the parking structure from viewers on Siempre Viva Road. As noted above, blockage of the parking structure provided by the hotels would not occur under the CBF/Industrial land use scenario.

Intervening commercial structures would provide additional screening should the hotels not be constructed adjacent to the parking structure. Therefore, although the parking structure would exceed the bulk and scale associated with existing patterns of development, the impact would not be significant because it would comply with the LDC and PDP design requirements and the design would effectively minimize the visibility of the structure, as described above.

### Architectural Styles

In terms of architectural styling, exterior materials for the CBF facility would primarily consist of rough plaster, glazing, and sandstone cladding. The northeast elevation of the CBF facility, which would be the entrance to the building from the private street and parking lot, consist of a combination of sandstone cladding, rectangular window screens made of custom aluminum, glazing, and entry doors. The central portion of the northeast elevation would include a main entryway, approximately 33 feet high, consisting of rough plaster and a shade canopy. The northwest, south, and east elevations of the CBF building would consist of glazing, sandstone cladding, rectangular window screens made of custom aluminum and punched windows.

The parking structure would be an open air structure and would consist primarily of precast concrete. Vehicle ramps would be located inside the garage. The top deck of the parking structure would include a shading structure, with nighttime lighting. The egress towers for the parking structure would include open railing.

The future commercial, hotel, and industrial uses are not yet designed, however, they would be designed and constructed consistent with the existing architecture in the area and consistent with City requirements, including the requirements of the IH-2-1 and CV-1-1 zones of the LDC, and the requirements of the PDP. Architectural styling of the other development on site would be addressed when building permits are requested, in accordance with the planning review cycle for such uses.

The proposed project would also feature landscaping of the site, which would include the use of trees, shrubs and ground cover (the landscape concept for the CBF and the remaining portions of the site are contained in Figures 3-8a and 3-8b). The proposed landscaping is consistent with the City's LDC Landscape Regulations, Land Development Manual – Landscape Standards, and any plant palette requirements specified in the OMCP. The proposed landscaping includes a variety of different trees types, shrubs, and ground cover. Large, canopy, and street trees would provide screening for the CBF parking structure and facility, while palms trees are proposed for decorative purposes throughout the site. Large trees and small canopy trees would be placed along the east and south elevations of the CBF parking structure. The southwest elevation of the parking structure would be planted with large trees flanking the parking structure entrance and public plaza. The west elevation of the parking structure would be landscaped with a combination of accent trees and fan palm trees. Along the northern elevation of the garage, street trees and large trees would be planted. Feather palms would also be planted in the public plaza, in raised planters, which is at the southwest elevation of the parking structure and at the CBF facility entrance. Large trees would be placed around the south and west perimeters of the site. Fan palm trees would be located along the private street which traverses the CBF portion of the site, and in the median of the street between the parking structure and the CBF facility. A





1-3D View 1-Siemre Viva/Otay Pacific Drive  
 Note: Typical industrial/warehouse structures that are 35-40 feet in height.



2-3D View 2-Halfway down Otay Pacific Drive



3-3D View 3-From corner. Otay Pacific Drive/OP Place



4-3D View 4-From corner. OP Place/ Las Californias, looking back.

Source: Stantec Consulting Inc. (2011)  
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## Views of CBF and Parking Structure from Area Roads

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number of other trees, shrubs, and ground cover would be utilized in the landscaping of the project site, consistent with City requirements and approval.

Existing street trees along Las Californias Drive and Otay Pacific Place would remain in place until future uses are developed. Some existing trees along the southern boundary of Siempre Viva Road would be relocated in new parkway to accommodate for widened right-turn pocket. New street trees and ground cover would be placed along the western side of Otay Pacific Drive. The new trees would match the existing trees on the eastern side of Otay Pacific Drive.

The remaining portions of the project site would receive full landscaping upon development of future uses (hotels, commercial, and industrial uses). These areas would be maintained consistent with erosion control measures and ROW landscaping until such time as a substantial conformance review has been processed for these lots to include final site design and corresponding landscape treatments.

### Landform Alteration

With regard to landform, the proposed project site is already graded and is relatively flat. Adjacent areas also consist of relatively flat (mesa) topography. The proposed project would introduce large structures on the site, resulting in a change from a vacant, flat parcel to a level, developed parcel containing structures up to 50 feet in height in conformance with requirements of the underlying zone and conditions of the PDP. The bulk of proposed grading (i.e., 28,000 cubic yards[c.y.]) would occur on the southern portion of the site in association with the CBF and parking structure uses. The remaining uses would require only finished grading amounting to approximately 1,500 c.y. over 40.7 acres. In addition, no large manufactured slopes or retaining walls would be required to accommodate the proposed uses. Therefore, the landform of the site would not change substantially once the project is implemented.

### Community Landmarks

As previously mentioned, no landmarks, community identification symbols, or unique visual features such as prominent stands of trees are located on the project site or within the surrounding area or are identified in the Community Plan. The project site also is not located such that project features would block views toward, isolate, or cause the loss or degradation of any community identification symbols or landmarks (for example, the project site is not within sight of the ocean or scenic coastal bluffs). Blocking a portion of existing views of the U.S.-Mexico International border would not lead to visual impacts since it is not recognized in the Community Plan as a landmark deserving protection. There are many other places along the border where views of that feature exist and would remain available in the future.

### Highly Visible Areas

The proposed project does not include any components that would be in stark contrast with the surrounding environment, as noted above. The area does not contain a cohesive style; it consists of a mix of vacant land, concrete tilt-up buildings, and auto storage yards. Tijuana and the TIJ Airport parking structure (which is concrete) are visible to the south of the project site, beyond

the border fence. The proposed buildings associated with the project would consist mostly of rough plaster and concrete, and would therefore, be similar to nearby concrete industrial buildings and the TIJ Airport parking structure. While the proposed parking structure would be larger in scale and bulk than existing development to the west, north, and east of the site, the bulk and scale of the parking structure would not result from deviations from the LDC. The project is proposed on a mesa and is not in a highly visible location (i.e., near a canyon edge or highway). There is a single-family residence located approximately 0.2 mile east of the project site. While the project would be visible to this residence, it would not be dissimilar in style and building materials than other development already existing in the area. Views from public roadways, impacts to topography, and the bulk and scale of the project architecture are discussed above. Based on the analysis above, visual and neighborhood character impacts resulting from the proposed project would be less than significant.

### **Significance of Impact**

Although the proposed project would introduce new buildings and features to the project site, as well as new land use types to the area, the proposed land uses would not conflict with existing land uses in the area and would be compatible with existing development patterns. The height and bulk of the project would not exceed allowable regulations of the applicable zone. While the proposed parking structure and potential hotels would be larger in scale and bulk than existing patterns of development, the siting of the parking structure, the siting of other buildings on the project site, landscaping, and architectural features of the parking structure would all serve to break up the mass and scale of the building to viewers in the area. The proposed project also would not substantially alter existing topography or natural landforms in the area or result in the loss, isolation, or degradation of a landmark or community identification feature. It also is not located in a highly visible area that would strongly contrast with the surrounding development or natural topography. Therefore, visual and neighborhood character impacts resulting from the proposed project would be less than significant.

### **Mitigation, Monitoring, and Reporting**

No mitigation measures would be required.

#### **5.10.4 Impact**

##### **Issue 4: Would the project create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?**

#### **Impact Thresholds**

According to the City's Significance Determination Thresholds, light, glare, and shading impacts may be significant if the project would:

- Be moderate to large in scale, more than 50 percent of any single elevation of a building's exterior is built with a material with a light reflectivity greater than 30 percent, and the project is adjacent to a major public roadway or public area;

- Shed substantial light onto adjacent property or would emit a substantial amount of ambient light into the nighttime sky;
- Conflict with the street lighting standards according to the City of San Diego Street Design Manual; and/or
- Cast a shadow that would substantially interfere with adjacent usable outdoor spaces associated with residential, recreational, institutional (i.e., schools or convalescent homes) or commercial uses (i.e., outdoor eating areas).

## Impact Analysis

Both potential land use development scenarios are collectively addressed herein with no land use scenario having a significantly greater potential for light and glare impacts than the other given that both scenarios would comply with the LDC regulations. No worst-case scenario is therefore identified.

### Light

The project would involve exterior lighting for parking, building security, and pedestrian walkways. Outdoor lighting would include security lighting on the CBF, parking structure, pedestrian bridge, commercial uses, industrial uses, hotels, and surface parking areas. Existing street lighting on Otay Pacific Drive and Las Californias Drive would be relocated when the cul-de-sac portions of these streets are moved. As there are a number of existing sources of lighting already occurring in the area, including lighting on nearby buildings, street lighting, lighting along the 150-foot Border Patrol strip, and lighting at the TIJ Airport parking structure and terminal, the introduction of new light sources associated with the proposed project, including the parking structure deck lighting, would not substantially alter lighting levels in the area. In addition to being sited near the center of the project, lighting for the parking structure would also be partially blocked by the outer walls of structure itself and filtered by accompanying landscaping as shown in Figure 3-8a. Lighting for all the uses proposed on site would be required to conform to City of San Diego light regulations in LDC, which would avoid emission of substantial amounts of ambient light into the nighttime sky, avoid overspill on surrounding properties, and avoid impacts to astronomical operations. Thus, impacts associated with night lighting would be considered less than significant.

### Glare

The structures associated with the proposed project would be constructed using materials approved through the City of San Diego's planning process. This process includes review of building materials that would be used to finish the exterior of the proposed structures to ensure that no new sources of substantial glare would occur. As discussed previously, exterior materials for the CBF facility would primarily consist of sandstone cladding and rough plaster. The northeast elevation of the CBF facility, which would be the entrance to the building from the private street and parking lot, consist of a combination of sandstone cladding, rectangular window screens made of custom aluminum, glazing, and entry doors. The central portion of the northeast elevation would include a main entryway, approximately 33 feet high, consisting of rough plaster and a shade canopy. The northwest, south, and east elevations of the CBF building

would consist of glazing, sandstone cladding, rectangular window screens made of custom aluminum and punched windows. The parking structure would be an open air structure and would consist primarily of precast concrete. The future commercial, industrial, and hotel uses would be constructed with materials approved through the City of San Diego's planning process, in accordance with applicable development regulations from the LDC and the conditions of the PDP.

### Shading

The proposed project site is adjacent to vacant land and industrial uses. The proposed on-site structures would cast shadows during certain times of the day. However, any shadows created by the proposed structures would not affect adjacent usable outdoor spaces associated with residential, recreational, institutional, or commercial uses, as there are none located adjacent to the site. The proposed hotel and commercial uses on site may include usable outdoor spaces. The design of these spaces would take shading from the project's structures into account.

### **Significance of Impact**

No significant light, glare, or shading impacts would result from the proposed project. Outdoor lighting would be in keeping with the area that surrounds the site. In addition, the project would be required to comply with the City's Outdoor Lighting Regulations. The materials utilized for construction of structures would limit the amount of glare that may reflect from the proposed structures; therefore no glare impacts would occur. In addition, no significant shading impacts would occur because the proposed buildings would not cast shadows that would extend onto adjacent outdoor useable spaces.

### **Mitigation, Monitoring, and Reporting**

No mitigation measures would be required.



Section 6.0

# CUMULATIVE IMPACTS





## 6.0 CUMULATIVE IMPACTS

Section 15130 of the State CEQA Guidelines requires that an EIR address cumulative impacts of a project when its incremental effect would be cumulatively considerable. Cumulatively considerable means that the incremental effects of an individual project would be considerable when viewed in connection with the effects of past, current, or probable future projects.

According to Section 15130 of the State CEQA Guidelines, the discussion of cumulative effects “... need not provide as great a detail as is provided of the effects attributable to the project alone. The discussion should be guided by the standards of practicality and reasonableness.” The evaluation of cumulative impacts is to be based on either: “(A) a list of past, present, and probable future projects producing related or cumulative impacts, including, if necessary, those projects outside the control of the agency, or (B) 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 regional or area-wide conditions contributing to the cumulative effect. Any such planning document shall be referenced and made available to the public at a location specified by the Lead Agency.”

The basis and geographic area for the analysis of cumulative impacts is dependent on the nature of the issue and the project. For analysis of cumulative impacts which are localized (e.g., noise and public services), a list of past, approved, and pending projects was identified. The location of these projects is illustrated in Figure 6-1, *General Location of Cumulative Projects*. A brief description of these projects is presented in Table 6-1, *Cumulative Projects*; the numbers correspond to the locations shown on Figure 6-1.

<b>Table 6-1 CUMULATIVE PROJECTS</b>			
<b>No.</b>	<b>Project Name</b>	<b>Location</b>	<b>Description</b>
<b>County of San Diego</b>			
1	Airway Business Center FedEx	North of Airway Road, east of Sanyo Avenue and west of Enrico Fermi Drive	Revised Tentative Map for five industrial lots on a 40.59-acre parcel in the East Otay Mesa Specific Plan.
2	Otay Mesa Travel Plaza	East side of Enrico Fermi Drive, north of Airway Drive and south of Otay Mesa Road	Four parcels, ranging from 7.35 to 42.16 acres each. Full-service truck stop travel plaza. Driver facilities, restaurant, convenience store, service bays, fuel sales, 122-room hotel, office building, parking.
3	National Enterprises Storage and Recycling	East and west sides of Alta Road, north of Calzada de la Fuente	Interim use on a 161.2-acre property, including automobile storage, scrap and recycling operations, and wood and green material recycling; will include 720-SF of temporary office trailers and parking.



<b>Table 6-1 (cont.) CUMULATIVE PROJECTS</b>			
<b>No.</b>	<b>Project Name</b>	<b>Location</b>	<b>Description</b>
<b>County of San Diego (cont.)</b>			
4	Otay Business Park	Southeast of future intersection of Alta Road and Airway Road	Subdivision of 161.6-acre property into 61 industrial lots. No specific uses identified. Water, sewer and storm drain lines would be extended into the project site. Off-site improvements include extensions of Alta Road, Airway Road and Siempre Viva Road. The future alignment of SR-11 may traverse a portion of the site.
5	Otay Crossings Commerce Park	Southeast of Otay Mesa Road and Alta Road intersection	Mixed industrial use with 56 total industrial lots from 0.9 to 95.4 acres (total of 311 acres). The future alignment of SR-11 would traverse a portion of the site.
6	California Crossings	On the 9200 block of Otay Mesa Road, east of SR-125 and west of Heritage Road	325,502 SF retail commercial center on 26.94-acre property.
<b>City of San Diego</b>			
7	Britannia 40	Northwest of Siempre Viva Road and Cactus Road	Auto storage site, drop-off yard, sales pad, and employee/visitor parking area on 39.2 acres.
8	Brown Field Tech Park/ Otay Mesa Business Park	South of Otay Mesa Road and west of Britannia Boulevard	Proposed business park site on 73 acres.
9	Cross Border Facility <sup>1</sup>	South of Siempre Viva Road between Britannia Boulevard and La Media Road	Pedestrian border crossing and related industrial and commercial facilities on 63.8 acres.
10	Las Casitas	Near I-805/Palm Avenue	Residential condominium units on 21.8 acres.
11	Nakano	Near I-805/Palm Avenue	Neighborhood park and institutional uses on 23.8 acres.
12	Otay Mesa Batch Plant	7931 Airway Road	Tentative Parcel Map to create 2 parcels from a 12.46-acre site, currently developed with a batch plant; second parcel would be undeveloped.
13	Playa del Sol	Ocean View Hills Parkway south of Del Sol Boulevard	1,572 multi-family homes on 46 acres.
14	Siempre Viva Industrial Park	North of Siempre Viva Road between Britannia Boulevard and La Media Road	18 industrial lots on 40.0 acres.
15	South Bay Otay Mesa	6075 Otay Mesa Road	Two industrial office/warehouse buildings on 17.6 acres.

- LEGEND**  
**COUNTY OF SAN DIEGO**
- 1 - AIRWAY BUSINESS CENTER FEDEX
  - 2 - OTAY MESA TRAVEL PLAZA
  - 3 - NATIONAL ENTERPRISES STORAGE AND RECYCLING FACILITY
  - 4 - OTAY BUSINESS PARK
  - 5 - OTAY CROSSINGS COMMERCE PARK
  - 6 - CALIFORNIA CROSSINGS
- CITY OF SAN DIEGO**
- 7 - BRITANNIA 40
  - 8 - BROWNFIELD TECH PARK
  - 9 - CROSS BORDER FACILITY
  - 10 - LAS CASITAS
  - 11 - NAKANO
  - 12 - OTAY MESA BATCH PLANT
  - 13 - PLAYA DEL SOL
  - 14 - SIEMPRE VIVA INDUSTRIAL PARK
  - 15 - SOUTH BAY OTAY MESA
  - 16 - SOUTHVIEW
  - 17 - SUNROAD 20
  - 18 - SUNROAD 80
  - 19 - USMS SEIZED VEHICLE LOT
  - 20 - VISTA DEL MAR ELEMENTARY



- LEGEND**
- = STUDY INTERSECTION
  - ..... = PROJECT ACCESS
  - ..... = FUTURE ROAD



Source: LSA 2011

I:\ArcGIS\O\OTJ-02 OtayBorderFacility\Map\ENV\EIR\Fig6-1\_Cumulative.indd -JP

# General Locations of Cumulative Projects

OTAY-TIJUANA CROSS BORDER FACILITY DEVELOPMENT PROJECT

Figure 6-1



<b>Table 6-1 (cont.) CUMULATIVE PROJECTS</b>			
<b>No.</b>	<b>Project Name</b>	<b>Location</b>	<b>Description</b>
<b>City of San Diego (cont.)</b>			
16	Southview	East side of Caliente Avenue between Airway Road and Otay Mesa Road	553 multi-family homes on 57 acres.
17	Sunroad 20	8125 Otay Mesa Road (near Otay Mesa Center Road)	Outdoor auto sales, service, and storage (temporary use).
18	Sunroad 80	1625 Avenida Costa Azul	Outdoor construction sales, service, and storage facilities (temporary use).
19	USMS Seized Vehicle Lot	9020 Airway Road	Vehicle storage and auction facility.
20	Vista del Mar Elementary	South of Del Sol Boulevard and west of Ocean View Hills Parkway	Elementary school site on 19 acres.

<sup>1</sup> Proposed project (subject of this EIR).  
 Source: LSA 2011

## **6.1 CUMULATIVE EFFECTS FOUND TO BE SIGNIFICANT**

### **6.1.1 Transportation/Circulation**

As discussed in Section 5.2, *Transportation/Circulation*, the proposed project was analyzed in combination with the pending projects listed above. The proposed project would increase intersection delays for both the AM and PM peak hours under the Phase 1, Phase 2 and Buildout conditions and would significantly impact intersections, roadway segments, freeway segments and/or freeway ramps in the study area. Several intersections, roadway segments, freeways and freeway ramps in the project area are projected to operate unacceptably without project traffic (i.e., LOS E or F); therefore, project traffic would worsen or exacerbate the unacceptable conditions and cause significant cumulative impacts.

Specifically, the proposed project would contribute to significant cumulative impacts at 24 intersections, 19 roadway segments, 10 freeway segments and 6 freeway ramps under Buildout conditions (refer to Tables 5.2-9, 5.2-11, and 5.2-13). Required mitigation for all deficient intersections, roadway segments, freeways and freeway ramps is identified in Section 5.2. The project's cumulative impacts to intersections and most roadway segments can be fully mitigated, except for a segment along Siempre Viva Road (between the project site and Britannia Boulevard) which can only be partially mitigated. The project's cumulative impacts to freeway segments can also be mitigated. Impacts to freeway ramps can only be partially mitigated, including ramps to State Route 125 (SR-125) and SR-905, and would remain significant and unavoidable. Mitigation may not be feasible for all of the required improvements as noted in Section 5.2; therefore, cumulative transportation/circulation impacts would remain significant and unavoidable after mitigation is applied for the proposed project.

### **6.1.2 Air Quality**

Air quality impacts could be considered cumulatively considerable if: (1) a project's contribution of air emissions would exceed the NAAQS or CAAQS thresholds for a criteria pollutant that the air basin is in nonattainment for; (2) emissions from project traffic combined with other traffic emissions would create a CO hotspot; or (3) project construction emissions combined with construction emissions from other projects would exceed NAAQS or CAAQS thresholds for a criteria pollutants.

Construction of the proposed project would result in emissions of criteria pollutants, as well as minor amounts of toxic air contaminant emissions, including diesel equipment exhaust due to construction activity. Emissions of criteria pollutants generated by project construction activities would be below applicable thresholds and relatively short-term in duration (refer to Tables 5.4-4 through 5.4-6). Thus, construction of the proposed project would not violate any air quality standard or contribute substantially to an existing or projected air quality violation. However, project construction would contribute incremental amounts of emissions to the SDAB, considered a basic nonattainment area for the 8-hour NAAQS for ozone and a nonattainment area for the CAAQS for both ozone and PM<sub>10</sub>, and would, therefore, represent a cumulative impact. The project's contribution to cumulative emissions would not be considerable since the emissions would be temporary in nature and they would not exceed the construction thresholds established by the City for criteria pollutants.

With regard to long-term operational emissions, the project applicant is requesting a CPA, which would increase the trip generation potential from the site and make the project inconsistent with the population and traffic projections contained in the SIP, which is based on the adopted Community Plan traffic assumptions. In addition, project emissions of VOC/ROG, NO<sub>x</sub>, and CO would exceed the City Significance Determination Thresholds by project buildout, as shown in Tables 5.4-8 through 5.4-10). Despite these emission reductions, the inconsistency with the SIP which could lead to conflicts with the goals and objectives of the Regional Air Quality Strategies (RAQS) and could obstruct the ability of the SDAB to attain and maintain the ambient air quality standards for ozone and PM<sub>10</sub>. Therefore, the project's contribution to a permanent increase of these criteria pollutants, in combination with the other cumulative projects listed above and in the region, would be cumulatively considerable, and would remain significant and unavoidable, as discussed in Section 5.4.

### **6.1.3 Biological Resources**

As discussed in Section 5.9, the following specific conclusions are provided regarding potential project-related impacts to biological resources.

- The project site is not within or adjacent to the MHPA, has been previously graded, is regularly mowed, and does not contain sensitive habitat of biological value. In addition, the site does not function as a linkage or wildlife corridor, and would not conflict with any adopted regional or local conservation plan or local policies or ordinances. Accordingly, no significant impact to sensitive habitats, including wetlands, would occur.

- No federally-listed, state-listed, or MSCP narrow endemic or covered plant species were observed on site, and none are expected to occur due to the existing disturbed condition of the site, as previously described.
- One sensitive animal species covered by the MSCP, the burrowing owl, was observed on site during the December 2010 surveys. No other sensitive animal species were observed, although several sensitive animal species have the potential to occur on site (refer to Table 5.9-3). Project-related impacts to burrowing owl would be significant, with associated mitigation identified in Section 5.9.
- The project includes four proposed off-site traffic mitigation areas located along portions of Siempre Viva Road (Tra-3 and Tra-12), Britannia Boulevard (Tra-6/2423), and Otay Mesa Road (Tra-17). All four off-site areas encompass Environmentally Sensitive Lands (ESL), including non-native grassland on all four sites, and wetland habitats (freshwater marsh, southern willow scrub and disturbed wetland) within Tra-3. The identified non-native grassland habitat includes areas occupied by burrowing owl in Tra-17, with non-native grassland in the remaining three off-site areas not occupied by burrowing owl. Project-related impacts to sensitive habitats and burrowing owl would be significant, with associated mitigation identified in Section 5.9.

The mitigation measures outlined in the report would reduce project-related impacts to sensitive habitats and burrowing owl to below a level of significance. Other projects in the Otay Mesa area have the potential to impact sensitive habitats and burrowing owls, particularly if they are undeveloped. While cumulative projects would be subject to similar mitigation if appropriate, potential impacts to sensitive habitats and burrowing owls would be cumulatively considerable. However, mitigation provided for the project would be sufficient to address the proposed project's contribution to cumulative impacts. Impacts associated with other biological resources would not be cumulatively considerable as there are no other sensitive resources within the project site or related off-site areas.

## **6.2 CUMULATIVE EFFECTS FOUND NOT TO BE SIGNIFICANT**

Based on the following analyses and the related discussions in Section 5.0 of this EIR, the project would not result in cumulatively considerable impacts, in combination with other identified cumulative projects, for issues including Land Use, Noise, Greenhouse Gas Emissions, Energy, Paleontological Resources, Public Utilities, and Visual Quality/Neighborhood Character.

### **6.2.1 Land Use**

As discussed in Section 5.1 and summarized below, project implementation would not result in significant impacts related to regional or local planning documents; related goals, policies, or guidelines; or adopted land use designations. With approval of the proposed Community Plan Amendment (CPA), Planned Development Permit (PDP) and Site Development Permit (SDP), the project would be consistent with local land use designations, associated density requirements; applicable policies and regulations in the General Plan, Otay Mesa Community Plan (OMCP);

and surrounding land uses. Based on the noted conditions and conclusions, potential land use policy impacts from project implementation would not be cumulatively considerable.

### **6.2.2 Noise**

Each cumulative project listed in Table 6-1 would produce temporary construction noise. As with the proposed project, construction schedules and construction noise equipment levels would vary depending on the type of equipment and its duration of use. Although the nearby noise-sensitive receptors could be exposed to construction noise from other closer projects in the vicinity, cumulative construction noise is not anticipated to be significant because construction schedules of the various projects may not overlap and each project would be required to comply with the City's Noise Ordinance.

The projects proposed adjacent to the proposed project site are industrial in character, would not result in the construction of new noise-sensitive uses, and would be required to comply with the property line noise limits set by the City Noise Ordinance. The closest proposed residential projects that would result in the construction of new noise-sensitive uses are located over five miles from the project site. Therefore, no significant cumulative industrial noise impacts are anticipated in the project area.

Community-wide increases in transportation noise would occur along local roads and freeways as each of the projects listed in Table 6-1 become operational. The majority of the land uses along the nearby local access roads are either commercial or industrial in character, the exception are a few isolated residences and San Ysidro High School. Future noise sensitive receptors include the various residential units and elementary school proposed in the project area. The segment of Siempre Viva Road from Otay Pacific Drive to Britannia Boulevard would experience the largest percentage increase in traffic volume out of all of the roadway segments in the study area – an increase from 9,400 ADT to 25,100 ADT (see Section 5.2, *Transportation/Circulation*). This roadway segment would not experience a CNEL increase above the City's threshold, the area adjacent is developed with or planned for industrial uses, and no other roadway would experience a larger percentage ADT increase than that segment, the project's contribution to cumulative noise in the community would not be considerable.

### **6.2.3 Greenhouse Gas Emissions**

GHG emissions generated by development affect climate conditions on a global scale since the effects occur within the upper atmosphere. Thus, no defined study area is feasible for identifying other projects with which the proposed project could combine to cause cumulatively considerable impacts on global climate.

As discussed in Section 5.5, the City has established an annual GHG emission level of 900 metric tons as a screening threshold, based on guidance from the CAPCOA report "CEQA & Climate Change" (CAPCOA 2008). Projects exceeding this threshold are determined to have a potentially significant cumulative impact on climate change. Amortized over 30 years, the proposed construction activities would contribute up to 165 metric tons per year of CO<sub>2</sub>e emissions under the CBF/Industrial land use scenario and slightly less (or 142 metric tons per

year of CO<sub>2</sub>e emissions) for the CBF/Hotel/Retail/Industrial land use scenario. As shown in Table 5.5-2, estimated project-related worst-case operational GHG emissions under “business as usual” conditions, including amortized construction emissions, would be 100,066 metric tons of CO<sub>2</sub>e emissions per year under the CBF/Hotel/Retail/Industrial land use scenario. Thus, project’s long-term GHG emissions would surpass this screening threshold.

In order to avoid a cumulatively considerable GHG emissions impact, the City proposed that projects that exceed the 900-metric ton screening threshold must reduce their GHG emissions by more than 28.35 percent over those levels that would have been generated in the “business as usual” condition. With adherence to state and federal regulations and project design features identified in Section 5.5, the project would exceed the goal of reducing operational emissions by more than 28.35 percent. Thus, the project’s contribution to cumulative global climate change impacts would not be considerable.

#### **6.2.4 Energy**

The cumulative impacts of past, present, and probable future-related projects would result in an increase in local energy consumption. Increase in electricity demand would be partially offset by energy efficiency design elements incorporated into the proposed project and other cumulative projects. Unless the project generates and procures enough renewable energy to satisfy 100 percent of its energy demand, the project would result in an incremental increase in the depletion of non-renewable energy resources, including coal and natural gas. Because the energy to be used by the proposed project would meet the City’s energy conservation requirements, and since other new projects in the City must also meet these requirements, impacts of this energy use would not be cumulatively considerable. Therefore, cumulative impacts on energy conservation and sustainability related to the project would be less than significant.

#### **6.2.5 Paleontological Resources**

Based on preliminary grading plans, project-related on-site excavation would occur within the moderately sensitive Pleistocene terrace deposits, and could potentially exceed the depth/volume criteria identified in the associated City Significance Determination Thresholds. Accordingly, significant impacts to paleontological resources were identified for the proposed project site, and associated mitigation is identified in Section 5.7 in the form of monitoring and (if applicable) resource recovery (per standard City paleontological mitigation requirements).

While the four proposed off-site traffic mitigation areas all encompass geologic formations with either moderate (Lindavista Formation) or high (Otay Formation) paleontological resource potential, no associated significant impacts would result from project implementation. Specifically, this conclusion is based on the fact that associated roadway improvements would be minor in nature and extent (i.e., minor widening of existing roadways), and would not have the potential to exceed the related City thresholds for moderate or high sensitivity formations. The mitigation measures outlined in the report would reduce project-related impacts to on-site paleontological resources below a level of significance. Each of the cumulative projects identified in Table 6-1 would be subject to similar analysis and (if applicable) mitigation requirements for paleontological resources (pursuant to applicable regulatory guidelines). Based on the required



compliance of both the proposed project and applicable cumulative projects with analysis and (if applicable) mitigation requirements for paleontological resources, potential impacts to paleontological resource from project implementation would not be cumulatively considerable.

### **6.2.6 Public Utilities**

As discussed in Section 5.8, the project would not result in significant impacts related to water supply and conservation, wastewater generation, solid waste disposal, or utility infrastructure (e.g., water, wastewater, and storm drain facilities). Specifically, the project includes a Water Supply Assessment (WSA), Sewer Study, Drainage Study and Waste Management Plan (WMP), with associated conclusions/results from these studies and related information regarding cumulative impacts summarized below.

- Based on the WSA and associated data/analyses, the proposed project would be consistent with all applicable water supply/demand projections and planning updates; would meet or exceed all pertinent requirements related to water supply/demand, water conservation and recycled water use; would conform with all OWD criteria regarding water infrastructure design/operation; and would not require the construction of any off-site water facilities.
- The Sewer Study and related evaluations conclude that wastewater flows from the proposed project would be consistent with those identified in the previously approved Sewer Study for the project site (prepared for the Otay Pacific project); would conform with all applicable City of San Diego requirements regarding sewer facility design, operation and location; and would not require the construction or expansion of any off-site sewer facilities.
- The WMP and related analyses conclude that the project would implement appropriate solid waste generation/disposal and waste stream reduction measures to ensure conformance with applicable regulatory requirements under AB 939 and related City Municipal Code standards. The WMP includes detailed measures to reduce project-related solid waste generation during pre-construction, construction and operational (occupancy) phases, including efforts such as: (1) designation of a SWMC to evaluate, implement and (as necessary) modify waste reduction strategies prior to, during and after project construction; (2) implementation of mandatory reduction, recycling, and salvage activities to ensure an overall 50 percent reduction of construction-related wastes; and (3) enforcement of applicable measures to ensure conformance with AB 939 and related standards during long-term project operation.
- The Drainage Study concludes that the proposed project would utilize the existing storm drain system constructed on-site for the previously approved Otay Pacific development, with minor modifications to accommodate project-specific design elements. All existing and modified storm drain infrastructure would meet applicable City standards, and new or expanded off-site facilities would be required.

Pending and future projects would also be required to evaluate related water supply/demand, sewer and solid waste generation/disposal, and drainage requirements, as well as to implement appropriate measures to ensure regulatory conformance (similar to those identified for the proposed project). In addition, cumulative projects would be required to provide upgrades or developer impact fees for new or upgraded infrastructure facilities, as needed. Based on the described conditions and assumptions, potential impacts related to water supply/conservation, solid waste and wastewater generation/disposal, and utility infrastructure from implementation of the proposed project would not be cumulatively considerable.

### **6.2.7 Visual Quality/Neighborhood Character**

The proposed project and the other related projects listed in Table 6-1 would alter the visual quality of the site by introducing new buildings, features, and uses into the existing visual environment. The project site would be developed with buildings that are consistent with applicable regulations of the IH-2-1 and CV-1-1 zones and the design guidelines of the PDP; nonetheless, several of the buildings proposed at the site would be multi-story, including the CBF building (with a maximum height of 42 feet) and the four-story parking structure (which is 40 feet in height and contains several entrance cores that would be 48 feet in height). The hotels would be up to four stories and would not exceed 60 feet in height. The commercial uses would be developed with a maximum structure height of 60 feet. Given the unique uses of the project (relative to existing pattern of development in the area), the proposed CBF and its parking structure, hotels and commercial development would have the potential to be taller structures in a surrounding context of lower-profile buildings on Otay Mesa. However, each of the proposed structures would comply with applicable LDC requirements and the design guidelines of the PDP. The project would also provide visual relief from the bulk and scale of the parking structure through a combination of articulation of the structure itself, the use of landscaping in the street setbacks and medians, and blockages by intervening industrial buildings on site. The surrounding area lacks designated viewpoints, view corridors, scenic routes, scenic vistas, and sensitive viewers who might be negatively affected by these changes. Each of the projects in the cumulative study area would be required to comply with local development regulations, which include consideration for building heights, landscaping and other elements of the built environment. Because the topography of the Otay Mesa is relatively flat, no major modifications to natural landforms are anticipated in the cumulative study area. Therefore, cumulatively significant visual quality/neighborhood character impacts would not occur.

The proposed project would include the addition of new lighting and the potential for glare; however, the commercial, industrial, and hotel uses would be constructed with materials approved through the City of San Diego's planning process, in accordance with applicable development regulations from the LDC. No significant light, glare, or shading impacts would result from the proposed project. Although each new project in the cumulative study area would likely contribute new sources of night lighting, there are a number of existing sources of lighting already occurring in the area and there are local regulations in place that control the amount of lighting and glare projects may emit. Therefore, no significant cumulative lighting impacts would be anticipated.

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Section 7.0

**EFFECTS FOUND NOT TO BE SIGNIFICANT**





## **7.0 EFFECTS FOUND NOT TO BE SIGNIFICANT**

Based upon initial environmental review, the City has determined that the project would not have the potential to cause significant impacts associated with the following issue areas, with these topics briefly addressed below.

- Agriculture and Forestry Resources
- Geologic Conditions
- Health and Safety
- Historical Resources
- Hydrology/Water Quality
- Mineral Resources
- Public Services and Facilities

### **7.1 AGRICULTURE AND FORESTRY RESOURCES**

The City Significance Determination Thresholds (2011a) state that a significant impact on agricultural resources may result from a project which involves the conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use. The project site and adjacent areas to the north and south are mapped as Farmland of Statewide Importance by the California Department of Conservation (CDC). This designation is generally defined as land other than Prime Farmland which has a good combination of physical and chemical characteristics for the production of crops. It must have been used for the production of irrigated crops at some time during the two update cycles (four years) prior to the mapping date. Areas east and north of the site are mapped as Farmland of Local Importance, which is generally defined for San Diego County as areas that meet the characteristics for Prime Farmland and Farmland of Statewide Importance, except for irrigation. These areas have a history of good production for locally adapted crops, potentially including tomatoes, strawberries, citrus and avocados (CDC 2010). Potential project-related impacts to agriculture and forestry resources would be less than significant based on the following considerations:

- The existing condition at the time the NOP was filed reveals that the entire project site has been previously graded/filled and partially developed (including paved roadways and drainage facilities). Accordingly, on-site soils have been replaced and/or mixed with fill, and areas mapped as Farmland of Statewide Importance likely no longer meet the noted CDC criteria. It is anticipated that the project site will be re-designated during the next mapping update cycle.
- No active agricultural activities, Williamson Act contract lands, or designated agricultural preserves are located within or adjacent to the project site. The site is designated for industrial use, and is therefore unlikely to be proposed or approved for future agricultural operations.
- While the areas to the east and north mapped as Farmland of Statewide and Local Importance could potentially support future agricultural activities, implementation of the proposed project would not preclude or adversely affect such potential uses. That is, the

proposed project would not involve on site residential or other sensitive uses that would potentially conflict with adjacent agricultural activities.

- Because the site is located in an area that generally does not support timber growth (i.e., arid scrubland), as well as the fact that it has been previously graded/filled and partially developed as noted above, no impacts to forestry resources would result from implementation of the proposed project.

## 7.2 GEOLOGIC CONDITIONS

The City Significance Determination Thresholds (2011a) identify potentially significant geologic impacts based on the City Seismic Safety Study (2008c), which identifies geologic conditions and potential hazards within the City and provides direction for the appropriate type(s) of geotechnical investigation(s) based on geology, related hazard potential and proposed development types. The project site is located on Grid (Map) No. 3, and is within an area designated as Geologic Hazard Category 53 (level or sloping terrain, unfavorable geologic structure - variable slope stability, low to moderate risk). Pursuant to these criteria, the proposed project would require a detailed geotechnical investigation.

Based on preliminary geotechnical analyses conducted for the proposed project, it was concluded that “[c]onstruction of the proposed structures should be feasible from a geotechnical standpoint provided that a final design-level investigation is performed and the design recommendations are incorporated into the design and construction of the project...” and “[t]he site is suitable for the intended use.” (Kleinfelder 2009a and 2009b; refer to Appendix C). A number of recommendations are provided in the referenced analyses to address potential geologic hazards, including completion of a design-level (or detailed) geotechnical investigation prior to final design and during construction, as well as related plan review, subsurface exploration, laboratory testing, and field inspection/verification by the project geotechnical engineer. These investigations would further evaluate surface and subsurface geotechnical conditions and provide detailed information regarding the engineering characteristics of on-site earth materials and proposed facility design. From these data, specific recommendations would be generated for applicable geologic hazards to ensure conformance with associated regulatory and design requirements, including the California Building Code (California Code of Regulations [CCR] Title 24, Part 2), and City of San Diego Municipal Code. Completion of the noted design-level geotechnical investigation pursuant to applicable City and related guidelines would ensure conformance with associated regulatory requirements, and avoid or reduce potential project-related geologic hazards below a level of significance.

A letter report was prepared by Kleinfelder on March 22, 2011 to assess the two land use scenarios (as identified in Section 3.2, *Project Characteristics and Components*) relative to the above conclusions and recommendations regarding geologic hazards and related regulatory conformance (Kleinfelder 2011, refer to Appendix C). This evaluation concluded that “[t]he updated project description does not impact the conclusions and recommendations in our April 1, 2009 preliminary geotechnical report, and that...report is still valid and unchanged.” Accordingly, completion of a design-level geotechnical investigation as described would ensure project conformance with associated regulatory requirements, and avoid or reduce potential project-related geologic hazards below a level of significance for the current project description.

### 7.3 HEALTH AND SAFETY

The City Significance Determination Thresholds (2011a) require that the environmental review process include steps to disclose and address the safe removal, disposal and/or remediation of hazardous materials in conformance with applicable federal, state and local government standards. A Phase I Environmental Site Assessment (ESA) was conducted for the previously proposed 68-acre Otay Pacific Business Park project (Kleinfelder 2007), which includes the current project site. This investigation identified two potential on-site recognized environmental conditions (RECs) associated with arsenic content in imported fill, and the possible use of chemical pesticides and herbicides during previous agricultural activities. The referenced ESA also identified potential issues related to the use of hazardous materials and/or generation of hazardous wastes during project construction and operation. Specifically, this would involve the use of standard construction/operation materials such as fuels, lubricants, paint, solvents, and cleaning products. The ESA also notes that the proposed project would not include any uses requiring the routine transport, storage, and handling of large amounts of hazardous materials. Neither of the identified potential RECs would represent potentially significant impacts in association with the proposed project, based on the following considerations: (1) the observed arsenic concentration in on-site fill was determined to be within the range of naturally occurring background concentrations for San Diego County; and (2) normal agricultural chemical use for crop production generally does not trigger regulatory enforcement actions or assessments, and no evidence for on-site contamination from past application of pesticides or herbicides was observed during on-site investigation (e.g., stressed vegetation, discolored soil/water, or pools of liquid, Kleinfelder 2007). The noted use of hazardous materials and generation of hazardous wastes related to proposed project construction and operation would also not result in associated significant impacts to public health and safety. This conclusion is based on the minor level of hazardous material use/hazardous waste generation at the project site, the proposed use of standard industry methods for hazardous material storage/containment, and the fact that hazardous material use/waste generation (and related disposal) would be subject to applicable regulatory requirements.

The City Significance Determination Thresholds (2011a) also identify potential public safety/public health issues associated with projects that are: (1) located within and/or in close proximity to airports, flood-prone areas, or areas susceptible to brush fires; (2) susceptible to disease-carrying vector exposure, sewage spills, or electromagnetic field (EMF) effects associated with electric transmission lines and communications facilities; and (3) in proximity to former or active underground storage tank sites, fuel-storage tank farms, sewage treatment plants, or areas where toxic chemicals may be stored. No associated significant public health and safety impacts would result from implementation of the proposed project under either land use scenario, based on the following considerations.

- While the site is within close proximity to Tijuana (TIJ) Airport (and is intended to facilitate pedestrian access to this facility for ticketed passengers), it would be subject to all applicable design and operation requirements related to public health and safety (including considerations regarding airport operations). With such conformance, no significant health and safety impacts related to airport proximity would result from implementation of the proposed project.



- The project site is not located within any mapped 100-year floodplains, other flood-prone areas (FEMA 2002), or areas susceptible to brush fires (with the project site and most surrounding areas previously graded and/or developed).
- The project site would not contain or be in close proximity to any facilities susceptible to disease-carrying vectors, sewage spills, or EMF effects.
- The project site would not contain or be in close proximity to any former or active underground storage tank sites, fuel-storage tank farms, sewage treatment plants, or areas where toxic chemicals may be stored. It should be noted that several large above ground storage tanks are located approximately 900 feet southeast of the site. These facilities are apparently associated with the Tijuana International Airport, although the project ESA concluded that these features (and other surrounding properties) do not represent a potential REC to the project site (Kleinfelder 2007).

## 7.4 HISTORICAL RESOURCES

### Project Site Impacts

The City Significance Determination Thresholds (2011a) identify significant impacts to historical resources in association with: (1) adverse physical or aesthetic effects to, and/or the destruction of, a prehistoric or historic building (including an architecturally significant building), structure, object or site; (2) any impact to existing religious or sacred uses within the potential impact area; and (3) the disturbance of any human remains, including those interred outside of formal cemeteries. A Cultural Resources Survey was conducted for the previously described 68-acre Otay Pacific Business Park project (Kyle Consulting 2002). This investigation identified the presence of lithic scatter that also occurs across Otay Mesa, although this scatter is not considered a unique cultural resource under applicable federal, state or local regulations. Because the project site was previously surveyed and determined to contain no unique known cultural resources, and was subsequently graded (including the placement of 4 to 5.5 feet of fill material atop the native soils), implementation of the proposed project under either land use scenario would not result in any adverse impacts related to historic/archaeological resources or religious/sacred uses. Additionally, because the site does not contain any structures, the proposed project would not result in any adverse impacts to historic architectural resources. As part of the project NOP process conducted pursuant to CEQA, a letter was received from the Native American Heritage Commission (NAHC) on December 9, 2010 (NAHC 2010). This letter notes that the agency conducted “[a] Sacred Lands File (SLF) search in the NAHC SLF Inventory...and Native American Cultural Resources **were NOT identified** within one-half mile of the Area of Potential Effect (APE).” (i.e., the proposed project site).

It should also be noted that consultation was conducted with the NAHC (2009) and the State Office of Historic Preservation/State Historic Preservation Officer (SOHP/SHPO, 2010) as part of the Section 106 process implemented for the approximately 25-acre portion of the site subject to the federal Presidential Permit process (including the CBF main building and parking

structure). These letters concluded that no associated historical or Native American cultural resources were identified, as summarized below:

- The December 3, 2009 NAHC letter notes that the agency conducted “[a] record search of its Sacred Lands File (SLF) for the affected project area...The NAHC SLF search **did not indicate** the presence of Native American cultural resources within one-half mile - radius of the proposed project (APE)”
- The June 21, 2010 SHPO letter describes the results of the associated cultural resource survey (Kyle Consulting 2002), and concludes that “[t]he results of this survey (along with another in adjacent areas in 2003) do not support a determination...for listing on the National Register of Historic Places...a Finding of No Historic Properties is appropriate...”

#### Impacts of Off-site Traffic Mitigation

Implementation of proposed traffic mitigation identified in Section 3.2.3, *Circulation/Access*, could potentially result in direct impacts to cultural resources that occur off site and adjacent to existing roads in the Otay Mesa community. Specifically, SDPs are requested for mitigation measures Tra-3, Tra-6/~~24~~23, Tra-12, and Tra-17, as outlined below, and would require the construction of additional travel lanes or roadway widening where insufficient pavement exists today to accommodate the improvements:

- Tra-3 (Siempre Viva Road between the project site and Britannia Boulevard)
- Tra-6/~~24~~23 (Britannia Boulevard between Airway Road and Siempre Viva Road)
- Tra-12 (Siempre Viva Road between Otay Pacific Drive and Las Californias Drive)
- Tra-17 (Otay Mesa Road between SR-905 southbound ramp and La Media Road)

A Technical Memorandum was prepared by Affinis Environmental Services (Affinis, 2011) to assess potential impacts to cultural resources from the listed traffic mitigation measures (as well as other areas, refer to Section 5.2, *Transportation/Circulation*, and Appendix K for additional information). The referenced Technical Memorandum is summarized below and included as Appendix K of this EIR.

The traffic mitigation improvements listed above are within areas that have been previously surveyed for cultural resources, in association with development including SR-125, SR-905, SR-11 Otay Mesa Road, and a number of private development projects. Two large lithic scatters occur in the area of the proposed traffic mitigation improvements (as noted above under the discussion of Project Site Impacts), in association with sites CA-SDI-7208 and CA-SDI-12,337. Specifically, the proposed mitigation along Britannia Boulevard and Siempre Viva Road are within the mapped boundaries of CA-SDI-7208, while the proposed mitigation along Otay Mesa Road is within CA-SD-12,337. Any other future SDPs required to implement other mitigation noted in Section 5.2 would affect the same two known cultural resource sites on Otay Mesa.

Sites CA-SDI-7208 and CA-SDI-12,337 both encompass hundreds of acres (including several additional previously recorded sites, refer to Appendix K), and based on numerous previous investigations have been determined to be: (1) not eligible for listing under the National Register of

Historic Places; and (2) not significant under CEQA (Affinis 2011). Specifically, these sites have been characterized as “[a] surface manifestation that contains no subsurface deposition, no ecofacts, no diagnostic artifacts, and no artifact diversity...” (Gallegos et al. 1998, *in* Affinis 2011), and are concluded to consist of “[s]parse lithic scatter with no cultural significance or archaeological research potential.” (Affinis 2011). Site CA-SDI-10,748 is described to consist of “[m]ore than 100 flaked artifacts scattered over an area of 285,000 m<sup>2</sup> (approximately 700 acres)...” and has been previously developed as noted above (Affinis 2011).

Based on the above information, the Technical Memorandum in Appendix K concludes that “[t]he roadway segments...proposed for improvements in association with the Cross Border Facility are located within archaeological sites that have been determined not to be National Register eligible and not significant under CEQA...the improvements would have no significant effects to cultural resources, and no mitigation measures are required.” (Affinis 2011). Therefore, implementation of proposed off-site traffic mitigation measures (Tra-3, Tra-6/~~21~~23, Tra-12, and Tra-17) and other future SDPs for off-site mitigation identified in Section 5.2 would result in less than significant impacts to cultural resources.

## 7.5 HYDROLOGY/WATER QUALITY

The City Significance Determination Thresholds (2011a) identify significant hydrologic impacts in association with: (1) substantial changes to stream-flow velocities or quantities; (2) modification of existing drainage patterns such that environmental resources, including biological communities or archaeological sites, would be adversely affected; (3) a net reduction of groundwater aquifer volumes or the area available for aquifer recharge; and (4) increased flooding in on- or off-site areas that would impose flood hazards on other properties or development wholly or partially within the 100-year floodplain identified on the FEMA maps. The referenced Significance Thresholds also note that compliance with applicable City (and related) Water Quality Standards is assured through permit conditions provided by LDR Engineering. Adherence to the City storm water standards is thus considered adequate to preclude water quality impacts, unless substantial evidence supports a fair argument that a significant impact will occur. Accordingly, conformance with the City storm water standards is the water quality threshold.

A number of drainage and water quality analyses have been conducted for (or encompass) the project site, including a Drainage Study for the previously described Otay Pacific Business Park project (Kimley-Horn 2005b), a Drainage Study Letter Report and Water Quality Technical Report (WQTR) for the proposed project (Latitude 33 2008 and 2009c), and updates to the project Drainage Study and WQTR to reflect the site design changes since the original analyses were prepared (Latitude 33 2009d, 2009e, and 2010d; refer to Appendix H). Based on the results of these investigations, no significant impacts related to hydrology and water quality concerns were identified from implementation of the CBF project. Specifically, this conclusion was derived from the following considerations:

- While project implementation would result in some minor modifications to existing drainage patterns within the site and applicable off-site areas, the overall drainage patterns within and from the site would remain essentially unchanged.

- The Otay Pacific Business Park Drainage Study (Kimley-Horn 2005b) identified a post-development 50-year storm volume of approximately 230 cubic feet per second (cfs), an increase of approximately 35 cfs over the existing 50-year storm flows (with these figures including flows from the proposed project site). A detention basin exists along the eastern property boundary, with this basin to regulate flows such that associated post-development 50-year storm runoff would be equal to or less than the existing flow, including all runoff associated with the proposed project (Kimley-Horn 2005b, Latitude 33 2009c, 2009d and 2009f).
- All proposed storm drain facilities associated with the proposed project would be designed to accommodate a 50-year storm event, pursuant to applicable City of San Diego standards (Latitude 33 2009d, 2009f).
- The entire project site and vicinity are located outside of mapped 100-year floodplains (FEMA 2002).
- The proposed project would not involve the long-term extraction of groundwater for purposes such as consumption or irrigation, with any construction-related groundwater extraction (if required) to be minor in duration and volume. The project would entail the construction of impervious surfaces that would slightly reduce local infiltration/recharge capacity, although the area involved would be minor.
- The proposed project would conform with all applicable City and related water quality standards, with conformance to be provided through the use of appropriate low impact development (LID), source control, priority project, and treatment control best management practices (BMPs) for proposed development. BMP categories and examples are summarized below, with site-specific measures subject to City (and other applicable agency) approval during detailed design and prior to project implementation (with additional information provided in Appendix H).
  - LID BMPs – LID BMPs are intended to mimic the natural hydrologic regime to the maximum extent practicable (MEP), by capturing, filtering, storing, evaporating, detaining, and/or infiltrating runoff close to its source. Specific examples of LID BMPs that would be used on site include: (1) conserving natural areas and using unlined drainage facilities (e.g., vegetated swales); (2) minimizing total and directly connected impervious areas; (3) using appropriate soil amendments in landscaped areas; (4) protecting slopes through appropriate drainage controls and landscaping; and (5) using native/drought-tolerant plant varieties.
  - Source Control BMPs – Source control BMPs are intended to avoid or minimize the introduction of contaminants into storm drains and natural drainages by reducing on-site contaminant generation and off-site contaminant transport to the MEP. Specific examples of source control BMPs that would be used on site include: (1) providing appropriate surfaces (e.g., pavement), covers and/or containment structures for outdoor material and trash storage areas; (2) using integrated pest management (IPM) techniques such as biological controls to reduce chemical pesticide applications; (3) implementing efficient irrigation systems (e.g., pressure/moisture sensors and shut-off

- valves) to avoid issues such as overwatering and watering during precipitation events; (4) providing warning (e.g., “no dumping”) stencils, concrete stamping or signs at locations such as storm drain inlets and catch basins; and (5) designing fire sprinkler systems to discharge directly into the sanitary sewer system.
- Priority Project BMPs – Priority project BMPs are intended to address specific concerns associated with the identification of the proposed development as a priority project. Specific examples of priority project BMPs that would be used on site include: (1) conveying runoff from roads, surface parking lots and building roofs into vegetated swales or landscaped areas; and (2) using appropriate containment and pollutant removal methods in applicable locations (e.g., loading docks), such as self-contained drainage (e.g., with grade-breaks or sumps) and shut-off valves.
  - Treatment Control BMPs – Treatment control (or structural) BMPs are designed to remove pollutants from runoff to the MEP through means such as filtering, treatment, or infiltration. Specific examples of treatment control BMPs that would be used on site include fossil filters, downspout filters and vegetated swales in appropriate locations.

Two letter reports were prepared by Latitude 33 on March 29 and April 25, 2011 to assess the two land use scenarios identified in Section 3.2 relative to the above conclusions and recommendations regarding drainage and water quality concerns within and from the project site (Latitude 33 2011b and 2011c). Specifically, these evaluations provide the following conclusions:

- “The latest project description will change some of the CBF layout...these changes... won’t affect the storm water runoff because it maintains the same industrial use and therefore the same anticipated runoff. The new project description will also locate hotel and commercial on existing industrial land uses. The runoff coefficient for hotel and commercial uses is lower than the existing industrial use (0.85 vs. 0.95)...As a result, there will be a decrease in the amount of runoff from these sites...the proposed project description/uses will not lead to additional impacts to the existing drainage systems.” (Latitude 33 2011b, refer to Appendix H).
- “The...WQTR dated February 1, 2010 addressed the City of San Diego and...California... Low Impact Development (LID) guidelines with a mixture of vegetated swales and filter inserts...These guidelines... would not be substantially affected by the revised project description. As more detailed project design information becomes available, the WQTR will be updated and refined to reflect site-specific conditions...the associated conclusions and recommendations would not change as a result of the revised project description.” (Latitude 33 2011c, refer to Appendix H).

Based on the above discussion and additional related information contained in the referenced letter reports, no significant impacts related to hydrology and water quality concerns would result from implementation of the proposed project.

## 7.6 MINERAL RESOURCES

The City Significance Determination Thresholds (2011a) indicate that impacts to mineral resources are considered significant only in areas designated as Mineral Resource Zone (MRZ) 2 by the California Geological Survey (CGS, formerly the California Division of Mines and Geology [CDMG], 1996). While the project site and adjacent areas are within the Production-Consumption Region evaluated in the referenced CGS analysis, no associated MRZ designations are identified (CGS 1996, City of San Diego 2008b). Accordingly, no significant impacts to minerals resources would result from implementation of the proposed project under either land use scenario.

## 7.7 PUBLIC SERVICES AND FACILITIES

The City Significance Determination Thresholds (2011a) state that public services and facilities impacts may be significant if the project would: (1) conflict with the Community Plan in terms of the number, size, and location of public service facilities; and/or (2) result in direct impacts from construction of proposed new public service facilities needed to serve the project. In accordance with Sections 15126.2(a) and 15382 of the State CEQA Guidelines, impacts related to public services are evaluated in light of whether the impact would result in a physical change in the environment. For example, the need to add staff or equipment to meet a future need would only be considered a significant environmental impact if it would precipitate the need to construct a new facility which could result in a physical change in the environment. If the additional staff and equipment can be housed within existing buildings, no physical change would result and no environmental impact would occur. Where additional facilities may be required but the location or extent of such a facility is unknown, Section 15145 of the State CEQA Guidelines states that potential impacts need not be specifically addressed in an EIR if the assumptions needed to analyze potential effects are too speculative.

Potential project-related impacts to public services and facilities would be less than significant, based on the previously described thresholds and the following considerations:

### Fire and Emergency Services

- Implementation of the proposed project would require fire and emergency medical services, as it would increase the potential for local fire (i.e., structural airport, and vegetation fire suppression) and/or emergency (e.g., medical, hazardous materials, casualty, or terrorism) calls. Because the surrounding project area is both urban and heavily disturbed, there is a very limited interface with native habitat where wildland fires can begin, and no associated project-related impacts are anticipated. While the project may result in some minor increases in fire and emergency medical service calls, the City of San Diego Fire Department has concluded that the project “[w]ill not alter any existing or planned response times to the site or surrounding areas.” (Refer to Section 2.5, *Emergency Services*, for additional information on local response times for fire and emergency medical services).

- The proposed project would not require (and does not propose) the construction of new public service facilities related to fire or emergency medical services; nor would it conflict with the OMCP in terms of the number, size, and location of existing or proposed fire and emergency medical service facilities.

### **Police Protection Services**

- The proposed project would require police protection services, as it would increase the potential for local emergency or criminal activities that may necessitate police involvement. While the proposed project may thus result in some minor increases in response times for police services, it would not require (and does not propose) the construction of new public service facilities related to police services; nor would it conflict with the OMCP in terms of the number, size, and location of existing or proposed police service facilities (refer to Section 2.5 for additional information on local staffing and response times for police services).
- Based on recommendations by the San Diego Police Department, the project design would include a Crime Prevention Through Environmental Design (CPTED) analysis to identify potential crime and disorder threats and suggest related design changes prior to project construction. CPTED guidelines include the review and evaluation of common design elements such as streets and sidewalks, building facades and access, public facilities, parking areas, landscaping, fencing and gates, loading and unloading docks, and emergency access. The CPTED review is based on a set of four design and usage concepts that can lead to a reduction in criminal incidents and a corresponding increase in the quality of life, with these four concepts summarized below.
  - Surveillance – This involves the location and use of physical features, electrical and mechanical devices, activities, and people to maximize visibility. The primary intent is to create/increase the risk of detection for intruders (and thereby to reduce potential incidents), and to create/increase the perception of safety for legitimate users.
  - Access Control – The concept of access control employs people, electrical and mechanical devices, and natural measures to create the perception of risk to intruders and deny access to potential criminal target areas. Additionally, access control is used to guide legitimate users safely through the environment.
  - Territoriality – Territoriality involves the use of physical features and activities to express ownership and control of the environment, as well as to promote ownership pride. In addition, territoriality discourages the presence of outsiders by controlling the movement of people and vehicles, helps to maintain intended uses, and delineates public/semi-public and private spaces.
  - Maintenance – This concept encourages the continued use of areas for their intended uses, and helps to maintain the effectiveness of surveillance, access control and territoriality measures.

- The project design also includes a number of protective design and security measures that would help to reduce the potential demand for police and emergency services within the site, as summarized below:
  - Travel across the pedestrian bridge would be restricted to ticketed passengers and turn-styles would only move in one direction to restrict pedestrian movements.
  - Passengers arriving at TIJ Airport and crossing the border northbound on the proposed pedestrian bridge would arrive directly into the secure U.S. Customs and Border Protection (CBP) area of the Cross Border Facility (CBF), where they would clear customs and immigration before exiting the facility.
  - The CBF would be staffed by federal law enforcement personnel trained to recognize and respond to security threats and illegal activities.
  - Security measures, such as the use of private patrol units, and the use of behavioral observation, would be employed in the passenger drop-off and loading zones at the CBF and within the parking lots and parking structure.
  - A number of security and protective measures would be incorporated into the design of the CBF site and facilities, potentially including features such as: (1) a curb along the drop-off/pick-up zone to deter vehicles from driving off the on-site road; (2) bollards and barriers to protect structural elements from vehicle damage; (3) anti-ram barriers in appropriate locations; (4) cast-in-place or precast reinforced concrete exterior walls and interior walls in high-risk areas, such as lobbies and public screening spaces; (5) thermally tempered or laminated glass on exterior windows and interior windows between high-risk areas and occupied space; (6) bullet resistant glazing on windows that face inspection areas, on-coming traffic, or the border; (7) forced entry-resistant building perimeters and doors between inspection areas; (8) secured air intakes; and (9) appropriate location of building utilities and mechanical equipment.
  - The project design includes a variety of uses which would encourage activity in various locations throughout the development and throughout the day. These include: drop-off and pick-up areas, pedestrian plazas, taxi/bus/shuttle pick-up, raised pedestrian crossings, primary building entrances, seating areas, garage pedestrian access, and pedestrian access to the public street. Design features including paving materials, fencing, pedestrian scale lighting, bollards, raised planters and other landscape structures would be utilized to define and differentiate public, semi-public/private, and private spaces and to maximize visibility for security.
  - The presence of users throughout all times of the day would contribute “eyes on the street” to discourage crime.

## Libraries

- The General Plan establishes guidelines and standard for branch libraries based on resident population levels. The proposed project would not significantly impact libraries in the project area because no residential use is proposed and any increase in population attributable to the proposed project would be minimal due to its industrial and commercial character. The majority of the persons attracted to the on-site uses and facilities would be transient in nature and would not be new permanent residents in the Otay Mesa community. According to the community impact assessment conducted in



support of the Presidential Permit (CIC Research and HELIX 2009), the local community would likely benefit from the employment opportunities that the proposed project would generate since many of the positions would be filled by people already in the region. Therefore, no increased demand for library services would occur as a result of the proposed project.

### **Parks and Recreational Resources**

- The City's General Plan provides guidelines for population-based parks (i.e., neighborhood and community parks) and resource-based parks (i.e., park open spaces). The guidelines identify parkland needs based on resident population levels. The proposed project would not impact parks or recreational areas because any increase in population attributable to the proposed project would be minimal due to its industrial and commercial character; no new residences are proposed. The majority of the persons attracted to the on-site uses and facilities would be transient in nature and would not be new permanent residents in the Otay Mesa community. According to the community impact assessment conducted in support of the Presidential Permit (CIC Research and HELIX 2009), the local community would likely benefit from the employment opportunities that the proposed project would generate since many of the positions would be filled by people already in the region. Therefore, no increased demand for park and recreation services would occur as a result of the proposed project.



Section 8.0

**SIGNIFICANT ENVIRONMENTAL EFFECTS  
WHICH CANNOT BE AVOIDED IF THE  
PROPOSED PROJECT IS IMPLEMENTED**





## 8.0 SIGNIFICANT ENVIRONMENTAL EFFECTS WHICH CANNOT BE AVOIDED IF THE PROPOSED PROJECT IS IMPLEMENTED

Based on the analysis contained in Section 5.0, the proposed project would result in potentially significant impacts to Transportation/Circulation, Noise, Air Quality, Paleontological Resources and Biological Resources. All project impacts would be mitigated to below a level of significance through implementation of mitigation measures identified in this EIR, except for Transportation/Circulation and Air Quality. Specific significant impacts which cannot be avoided if the proposed project is implemented are discussed below.

### 8.1 TRANSPORTATION/CIRCULATION

As discussed in Section 5.2, *Transportation/Circulation*, significant direct impacts to intersections and roadway segments would occur during Existing Plus Project, Phases 1 and Phase 2. Cumulatively significant impacts to intersections, road segments, freeway segments and freeway ramps would occur under the Buildout scenario.

Although improvements are required to mitigate direct impacts, not all of the impacts can be fully mitigated, while some required improvements ~~are~~ may be infeasible due to economics and other reasons. Under Existing Plus Project conditions, impacts to the intersections and roadway segments would be mitigated to the extent feasible, but may remain significant and less than fully mitigated at the intersections of Britannia Boulevard with Otay Mesa Road, Airway Road and Siempre Viva Road, and for the following roadway segments:

- Siempre Viva Road between Otay Pacific Drive and Britannia Boulevard;
- Siempre Viva Road between Otay Pacific Drive and Las Californias Drive;
- Airway Road between La Media Road and Britannia Boulevard;
- Otay Mesa Road between SR-125 and La Media Road;
- Otay Mesa Road between La Media Road and Britannia Boulevard;
- Otay Mesa Road between Britannia Boulevard and Cactus Road;
- Otay Mesa Road between Cactus Road and Heritage Road;
- Otay Mesa Road between Heritage Road and Caliente Avenue;
- Britannia Boulevard between Otay Mesa Road and Airway Road;
- Britannia Boulevard between Airway Road and Siempre Viva Road; and
- Heritage Road-Otay Valley Road between Avenida de las Vistas and Otay Mesa Road.

For Phase 1, all impacts to intersections would be mitigated to the extent feasible; impacts to roadway segments would be mitigated to the extent feasible, except for the segment of Heritage-Otay Valley Road (between Avenida de las Vistas and Datsun Street) where only partial mitigation would be economically feasible. For Phase 2, all impacts to intersections would be mitigated to the extent feasible, whereas roadway segment impacts would remain significant and less than fully mitigated along Britannia Boulevard (between Airway Road and Siempre Viva Road) and Heritage-Otay Valley Road (between Avenida de las Vistas and Datsun Street) where only partial mitigation would occur if it is determined full mitigation would be economically feasible. If it is determined that required improvements identified for Phases 1 and 2 are not

feasible, as defined in Section 15364 of the State CEQA Guidelines, significant and unavoidable impacts would occur

In the Buildout scenario, required mitigation for all deficient intersections, roadway segments, freeways and freeway ramps is identified in Section 5.2. The project's cumulative impacts to intersections, ~~and most roadway segments and freeway segments/ramps can~~ would be fully mitigated to the extent feasible, except for the following, which can only be partially mitigated and would result in significant and unavoidable impacts: (1) a segment along Siempre Viva Road (between the project site and Britannia Boulevard); ~~which can only be partially mitigated and significant impacts would be unavoidable and (2) a number of freeway ramps, including ramps to State Route 125 (SR-125) and SR-905. The project's cumulative impacts to freeway segments can also be mitigated. Impacts to freeway ramps can only be partially mitigated, including ramps to State Route 125 (SR-125) and SR-905. If it is determined that required improvements identified in these mitigation measures are not feasible, as defined in Section 15364 of the State CEQA Guidelines, significant and unavoidable impacts would occur.~~

## 8.2 AIR QUALITY

Operational emissions of reactive organic gases (ROG)/volatile organic compounds (VOC) and carbon monoxide (CO) would be above the City of San Diego's significance determination thresholds by project Buildout, and would therefore result in a significant long-term air quality impact, as discussed in Section 5.4, *Air Quality*. Air quality impacts associated with concurrent construction and operational emissions due to project phasing would be also significant for these same criteria pollutants. Specifically, operational emissions of ROG/VOC and CO would be above the City of San Diego's significance determination thresholds by project buildout, and would therefore result in a significant long-term air quality impact. Air quality impacts associated with concurrent construction and operational emissions due to project phasing would be significant for these same criteria pollutants, as well as NO<sub>x</sub> during Phase 2.

Long-term operational emissions cannot be fully mitigated since the primary source of such emissions is vehicles accessing the site, and the applicant has no control over the source. No regional transit is planned for the project area; although connections to bus transit could reduce operational emissions, no new routes are planned at this time. As such, project impacts to air quality would be significant on both a project and cumulative level and would remain unavoidable during project implementation.

The San Diego Air Basin (SDAB) is in the process of being redesignated as a serious ozone nonattainment area. This process will require an update to the Regional Air Quality Strategy (RAQS) and State Implementation Plan (SIP) to address the updated air quality status and standards. When the RAQS and SIP are updated, projects that are approved through Community Plan/General Plan Amendments will be included in the SANDAG growth projections, and therefore in the updated RAQS and SIP. If the proposed CPA is approved, it would eventually be included in the updated RAQS and SIP and the project operational emissions would be taken into account in the long-term emissions plan for the region. In the meantime, significant impacts due to the inconsistency with regional air quality planning efforts would be unavoidable.



Section 9.0

**SIGNIFICANT IRREVERSIBLE  
ENVIRONMENTAL CHANGES**





## 9.0 SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL CHANGES

Section 15126(c) of the State CEQA Guidelines requires an evaluation of significant irreversible environmental changes which would occur should the proposed project be implemented. Irreversible environmental changes typically fall into three categories: (1) primary impacts, such as the use of nonrenewable resources (i.e. biological habitat, agricultural land, mineral deposits, water bodies, energy resources and cultural resources); (2) secondary impacts, such as highway improvements which provide access to previously inaccessible areas; and (3) environmental accidents potentially associated with the proposed project. Section 15126.2(c) of the State CEQA Guidelines states that irremediable commitments of resources should be evaluated to assure that current consumption of such resources is justified.

Implementation of the proposed project would not result in significant irreversible impacts to biological, agricultural, forestry, mineral, or cultural resources. The project site is currently vacant, graded, and designated for industrial park/warehouse uses, and therefore, contains no natural vegetation, agricultural or forestry resources. No significant mineral deposits underlie the site, nor are there any known significant cultural resources present on site. In addition, no water bodies are located on the project site or within the project vicinity.

The project would entail the commitment of energy and non-renewable resources, such as energy in the form of electricity, energy derived from fossil fuels, construction materials (i.e. concrete, asphalt, sand and gravel, petrochemicals, steel, and lumber and forest products), potable water, and labor during the construction phases. Use of these resources would have an incremental effect on the regional consumption of these commodities, and therefore result in long-term, irremediable losses of non-renewable resources such as fuel and energy.

An incremental increase in energy demand would also occur during post-construction activities including lighting, heating, and cooling of the proposed structures. Section 5.6, *Energy*, contains additional discussion of energy impacts. An increase in potable water demand would also occur, as discussed in Section 5.8, *Public Utilities*, although a portion of the water needs would be satisfied by reclaimed water (once it is technically and financially feasible for Otay Water District to provide it on Otay Mesa).

The proposed project would not involve any kind of road or highway improvements that would provide access to previously inaccessible areas. Further, no major environmental accidents or hazards are anticipated to occur as a result of project implementation, as discussed in Section 7.3, *Health and Safety*.



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Section 10.0

# GROWTH INDUCEMENT





## **10.0 GROWTH INDUCEMENT**

### **10.1 INTRODUCTION**

In accordance with Section 15126(d) of the State CEQA Guidelines, an EIR must include an analysis of the potential growth-inducing impacts of the proposed project. The growth inducement analysis must address: (1) 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; and (2) the potential for the project to encourage and facilitate other activities that could significantly affect the environment, either individually or cumulatively. This second issue involves the potential for the project to induce further growth by the expansion or extension of existing services, utilities, or infrastructure. The State CEQA Guidelines Section 15126.2(d) further state that “[i]t must not be assumed that growth in any area is necessarily beneficial, detrimental, or of little significance to the environment.”

### **10.2 PROJECT SETTING AND NEED**

The San Diego/Tijuana region is the largest urban border area along the U.S./Mexico International border, with a combined population of over four million people. While relatively substantial areas in the project site vicinity remain undeveloped or support non-urban land uses (e.g., agriculture), virtually all of Otay Mesa is designated for urban development, including extensive industrial sites. Based on this and other projected development, the combined population in the San Diego/Tijuana region is projected to grow to over 5.5 million people by 2020 (SANDAG/Caltrans 2006). The communities of San Diego and Tijuana are connected by the existing POEs at San Ysidro and Otay Mesa, which play a major role in the exchange of goods, services and people between the U.S. and Mexico. Pedestrian and passenger car border crossings between the U.S. and Mexico have risen dramatically in the past decade, reaching over sixty million people in 2006 in the San Diego County/Baja California border area alone (SANDAG/Caltrans 2006). There has also been a rapid increase in trade and travel, with the rise in border-related traffic logistics complicated by recent increases in U.S. security requirements. The result has been a substantial increase in congestion and delays for both vehicular and pedestrian traffic crossing the border, with the existing POEs becoming transportation “bottlenecks” and increasingly restricting the movement of people and goods (particularly at peak times).

The Tijuana Airport (TIJ) is one of four regional facilities servicing interior Mexico from Southern California, along with Los Angeles International (LAX), Ontario International Airport, and San Diego International Airport (SDIA, SH&E 2009). While SDIA is the closest facility to TIJ, LAX is apparently preferred for travel into Mexico based on results presented in a user survey (SH&E 2009). This preference is based in part on the fact that SDIA has relatively few flights to Mexico, with the available flights largely oriented to vacation destinations rather than interior Mexico. Specifically, SDIA had only 14 weekly flights to one location in Mexico, as of May 2009, compared to 222 flights from LAX and 317 flights from TIJ. While LAX offers more flights to business and family-oriented destinations in Mexico (in addition to vacation destinations) than other Southern California airports, TIJ has more frequent flights to destinations in Mexico than any of the Southern California airports and offers service to additional locations. In addition, fares from TIJ are substantially lower than those from U.S.

airports (an average of 44 percent lower than comparable fares from LAX), due to the operation of Mexican low cost carriers and generally lower operating costs. Because TIJ offers more frequent flights, more direct flights, a wider range of destinations in Mexico and less expensive ticket prices in comparison with airports in Southern California, many travelers between Mexico and Southern California find the TIJ Airport desirable. An estimated 2.2 million passengers crossed the border in 2006 to fly in and out of TIJ (SH&E 2009), with approximately 95 percent of those passengers originating in the U.S. comprised of business travelers and/or travelers of Latino descent travelling to interior Mexico (SH&E 2009).

To access the TIJ Airport from the U.S., passengers must currently cross the International border by bus, private vehicle, or on foot, and then take a taxi, shuttle or bus to reach the airport. The primary border crossing used by passengers flying in or out of the TIJ Airport is the San Ysidro POE, located over three miles west of the project site (Refer to Figure 2-3, *Project Vicinity Map*). The San Ysidro POE is the busiest land crossing along the U.S./Mexico International border, with 13.7 million personal vehicles crossing northbound in 2008 and this number projected to increase to 22 million by the year 2030 (U.S./Mexico Joint Working Committee [JWC] 2008, SANDAG/Caltrans 2006). Other passengers flying in or out of the TIJ Airport cross the border at the Otay Mesa POE, located over two miles east of the project site. Nearly 4.8 million personal vehicles crossed the border at the Otay Mesa POE in 2008, with this figure forecast to increase to 9.8 million by 2030 (Customs and Border Protection [CBP] 2009; U.S./Mexico JWC 2008). The future Otay Mesa East POE is planned approximately 2 miles east of the existing Otay Mesa POE and is expected to open in 2015, allowing approximately 8.6 million people to cross northbound annually by 2035. Although modernization and expansions of the San Ysidro and Otay Mesa POEs are in the planning stages, and engineering and environmental studies are underway for the Otay Mesa East POE, congestion is predicted to continue to increase due to conditions including the noted rises in population and border traffic, proposed increases in northbound and southbound vehicle inspections, and expansion limitations at the Mexico POEs (U.S. Department of Homeland Security 2009). This transportation “bottleneck” has been identified as a constraint on the region’s long-term economic development (SANDAG/Caltrans 2006). Specifically, border delays discourage cross-border personal and business trips, and result in increased transportation costs. The referenced study also indicates that border delays will increase and the economic losses incurred by the regional and national economies will more than double by 2016, unless significant improvements in border crossing and transportation infrastructure and management are implemented.

Based on the above discussion, the project is needed to address current and projected infrastructure and economic constraints confronting the San Diego region due to existing and future capacity shortfalls (and related congestion) at the border crossings. The proposed project is focused on facilitating access to and from the TIJ Airport, since air passengers are currently required to travel through the congested land POEs and the City of Tijuana to reach that facility. Providing an access alternative to the TIJ Airport would also benefit the border zone by helping to relieve vehicular congestion on local streets and highways. Specifically, based on existing and projected user projections and preferences for travel to Mexico as previously described, the CBF project would divert an estimated 75 percent of the cross-border trips associated with use of the TIJ Airport from the existing POEs (SH&E 2009). (This has the potential to provide airline passengers a quicker, more secure, and more reliable border crossing, while simultaneously

freeing up capacity at the POEs and reducing the regional and national economic losses associated with border congestion.)

### **10.3 ANALYSIS OF GROWTH INDUCEMENT**

#### **10.3.1 Short-term Effects**

During project construction, demand for various construction trade skills and labor would increase. It is anticipated that this demand would be met predominantly by the local labor force, and would not require importation of a substantial number of workers or cause an increased demand for temporary or permanent local housing. Accordingly, no associated substantial short-term growth inducing effects would result.

#### **10.3.2 Long-term Effects**

The project would generate positive economic benefits in regards to property values derived from improved regional transportation in conformance with adopted regional land use plans. Improved regional transportation performance, better accessibility, and safer, more efficient border crossing operations would result in increased demand for industrial and commercial properties within the local community and the greater San Diego region.

The demand for real property within the region would be expected to increase with the growth of the local economy. The resulting countywide property values would likely increase at least proportionately with economic growth, and could exceed the marginal economic growth due to the finite supply of developable land within the region. As in the rest of the County, property values in the OMCP area would be expected to increase at least proportionately with economic growth.

Based on the noted conditions and assumptions, the project can be seen as both responding to and facilitating planned growth. With respect to the former, one of the stated purposes of the project is to accommodate projected increases in international trade and personal cross-border travel. Due to the related increase in congestion and the inadequate capacity at the existing POEs, SANDAG estimates that over 62,000 jobs and \$7.2 billion in gross output of products and services were lost in the region during 2007 (SANDAG 2007b). Although these numbers have likely declined during the recent economic downturn, congestion and wait times at the border have remained excessive and are likely to increase again as economic conditions improve. The alleviation of the current border “bottleneck” is therefore expected to influence growth in manufacturing and services throughout the southern California region, with this influence increasing as the economy improves. In this sense, the proposed project would respond to the anticipated improvement in economic conditions and increased border activity that would occur with or without the CBF.

Alternatively, project-related improvements to considerations including border congestion, travel times, costs, accessibility to employment, and trip destinations/patterns would likely increase the attractiveness of local areas for development. The project would also result in additional traffic accessing the site, relative to the currently authorized industrial uses. The higher volume and modified nature of this traffic (i.e., international travelers) could also result in growth

opportunities for support services such as transportation (e.g., taxis and shuttles), lodging (e.g., hotels), and other industries (e.g., restaurants and retail shops).

An additional cumulative growth influence is also anticipated, based on implementation of the proposed project in conjunction with the previously approved expansion of the San Ysidro POE and the proposed expansion of the Otay Mesa POE. While the specific locations in which related growth might occur are too speculative to predict, it is expected that regional growth would utilize available space before expanding into new areas. Near-term growth would therefore likely benefit the local economy by generating employment opportunities and helping to fill vacant office and industrial space. Related environmental effects under this scenario would be expected to be generally consistent with assumptions for existing development, with the full effects of project growth influence more likely to be felt over the long term. That is, while long-term development would not necessarily occur sooner or at a more rapid pace (because most of the area in the project vicinity is already proposed for development), the proposed project and related increases in the capacity for border crossings could increase long-term pressures for development in southern California.

Based on the above discussion, while long-term development from the proposed project and related border activities could be viewed as positive from an economic and social perspective, project implementation would be considered growth-inducing in a long-term sense with the potential for associated environmental effects. It should be noted, however, that any such long-term development would be subject to environmental review under applicable local, state, and federal regulatory requirements for the protection of resources, and would be managed according to the general plans and zoning restrictions for individual jurisdictions.



Section 11.0

PROJECT ALTERNATIVES







## **11.0 PROJECT ALTERNATIVES**

### **11.1 INTRODUCTION**

In considering the appropriateness of a project, CEQA requires that a discussion of alternatives to the proposed project be provided. Specifically, Section 15126.6(a) of the State CEQA Guidelines states that an EIR shall “[d]escribe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives.” Section 15162.6(f) further states that “The range of alternatives required in an EIR is governed by a ‘rule of reason’ that requires the EIR to set forth only those alternatives necessary to permit a reasoned choice.” Thus, the following discussion focuses on those alternatives that are capable of reducing or eliminating significant environmental impacts, even if they would impede the attainment of some project objectives, or would be more costly. In accordance with Section 15126(f)(1) of the State CEQA Guidelines, the factors that may be taken into account when addressing the feasibility of alternatives include: (1) site suitability; (2) economic viability; (3) availability of infrastructure; (4) General Plan consistency; (5) other plans or regulatory limitations; (6) jurisdictional boundaries; and (7) whether the proponent can reasonably acquire, control, or otherwise have access to an alternative site.

In accordance with State CEQA Guidelines Section 15126.6(d), this section presents potential alternatives to the project and includes “[s]ufficient information about each alternative to allow meaningful evaluation, analysis, and comparison with the proposed project.” An outline of the objectives and potentially significant impacts identified for the proposed project is provided below in Section 11.2, followed by a summary evaluation of alternatives considered but rejected as infeasible in Section 11.3 (per State CEQA Guidelines Section 15126.6(c)). The evaluation of individual alternatives is provided in Sections 11.4 through 11.7, with summary of the project alternatives and identification of the environmentally superior alternative outlined in Section 11.8. A matrix comparing the alternatives analyzed in detail is provided thereafter in Section 11.9.

### **11.2 SUMMARY OF PROJECT OBJECTIVES AND SIGNIFICANT EFFECTS**

In developing the alternatives to be addressed in this section, consideration was given to their ability to meet most of the basic goals and objectives of the project. These goals and objectives are identified in Section 3.0, *Project Description*, of this EIR and include the following:

1. Provide a more convenient, cost effective, reliable and more secure crossing of the U.S. - Mexico International border to access flights originating from and destined for the TIJ Airport;
2. Facilitate cross border movement of ticketed air travelers using TIJ Airport to minimize economic losses to the San Diego-Tijuana region caused by long and unpredictable border waits and congestion;
3. Develop facilities that would maintain and not compromise the security and integrity of the existing border or impede the operations at the TIJ Airport;

4. Develop a project to serve the Otay Mesa community and San Diego region that is consistent with the goals of the Community Plan, MSCP, General Plan and Regional Comprehensive Plan; and
5. Implement and allow for a mix of uses that would serve the airline passengers crossing the border and the local community while maximizing sources of revenue for the City through sales tax, property tax, development fees, and transit occupancy tax (TOT).

Based on the information contained in Section 5.0, *Environmental Analysis*, the project would result in significant impacts to Transportation/Circulation, Noise, Air Quality, Paleontological Resources, and Biological Resources. Significant and unavoidable impacts to Transportation/Circulation (direct and cumulative) and Air Quality (direct and cumulative) are identified. The project alternatives evaluated below are intended to reduce or avoid one or more of these potentially significant project impacts and does not discuss those environmental topics for which the proposed project would result in less than significant impacts (i.e., Land Use, Greenhouse Gas Emissions, Energy, Public Utilities and Visual Quality/Neighborhood Character).

It should be noted that CEQA does not compel a Lead Agency to adopt an alternative that is less environmentally damaging than the proposed project, but only to identify feasible alternatives that could avoid or substantially lessen the project's significant environmental effects. The State Legislature declared in CEQA that "in the event specific economic, social, or other conditions make infeasible such project alternatives or such mitigation measures, individual projects may be approved in spite of one or more significant effects thereof" (Public Resources Code Section 21002).

## **11.3 ALTERNATIVES CONSIDERED BUT REJECTED**

### **11.3.1 Reduced CBF Development with Approved Industrial Uses**

The purpose of this alternative would be to reduce daily vehicle trips attributable to the proposed project and avoid significant and unavoidable transportation/circulation and air quality impacts by reducing the size of the CBF, eliminating the option to build non-industrial uses and implementing the approved industrial subdivision on the balance of the site. This alternative would involve constructing Phases 1 and 2 of the CBF only (not to its buildout potential) on the southerly 23.1 acres of the site, along with industrial development on the remaining net 32.4 acres of the site pursuant to the existing industrial subdivision approved on the project site (i.e., Otay Pacific Business Park) and as allowed under the adopted Otay Mesa Community Plan (OMCP). With the first two phases of CBF implemented on the southern 23 acres of the site, this alternative would yield approximately 397,000 SF of industrial use on the northern portion of the site, as compared to the 402,000 to 706,000 SF of industrial use proposed on site. None of the other uses identified for the proposed project would be implemented under this alternative, including commercial uses and hotels.

While the Reduced CBF Development with Approved Industrial Uses Alternative is technically and economically feasible, it would not meet all or part of identified project objective Nos. 1 through 5. Specifically, the buildout CBF facility under this alternative would encompass 65,000 SF, a reduction of 30,000 SF (32 percent) from the buildout CBF total of 95,000 SF

under the proposed project. This reduced capacity would result in correspondingly 7,000 fewer daily ticketed air travelers using the CBF for access to and from the TIJ Airport, with these travelers instead continuing to use the existing local POEs and contributing to associated border waits and congestion. Under this alternative, 14,000 daily trips (corresponding to the reduced passenger load at the CBF) would not be diverted from the land POEs and would continue to add congestion at these essential public facilities used for the movement of goods and people. In addition, the 4 percent trip reduction associated with co-locating the industrial and commercial uses as proposed would not be realized under this alternative because no commercial uses would be constructed. As a result, the effectiveness, security and economic viability of existing border crossings could be adversely affected by this alternative, contrary to the intent of identified project objective Nos. 1 through 3. In addition, this alternative would not result in a mix of land uses to serve airline passengers crossing the border nor would it maximize the revenues to the City realized by the project No. 5, because it would eliminate the applicant's ability to construct commercial and hotel uses. This alternative would reduce the project's contribution to direct and cumulatively significant and unavoidable transportation/circulation and air quality impacts in the community associated with project buildout. Based on the described conditions and inconsistencies with most of the basic project objectives, this alternative was eliminated from further consideration.

### **11.3.2 Alternative Site Location**

Under this alternative, the project would be constructed on another parcel along the U.S.-Mexico International border. No other single, vacant parcel in the project area is of sufficient size (approximately 64 acres) to accommodate the proposed development. Parcels to the west of the project site encompass relatively extensive existing development, such as industrial facilities and related access roads, parking and landscaping. Accordingly, these properties are not readily available for acquisition/control by the project applicant in order to consolidate multiple parcels into an appropriately sized alternative site. Additionally, locating the pedestrian bridge west of the proposed project site would place the CBF too close to the TIJ Airport runway, causing conflicts with airfield operations and increased noise impacts. Parcels to the east of the project site are generally vacant or are being used for temporary storage (e.g., vehicles and cargo containers). While two or more of these parcels could potentially be consolidated to create an appropriately sized property for the proposed project development, additional constraints are associated with those locations. Specifically, any CBF facility with a pedestrian bridge located east of the proposed project site would conflict with TIJ Airport operations, including use of the multi-story parking structure south of the project site.

In either case (east or west of the proposed project site), construction on other, farther removed sites would substantially lengthen the pedestrian bridge, increasing both the walking distance for air passengers and construction costs, and resulting in conflicts with airport operations on the south side of the border, which is inconsistent with objective No. 1. Additionally, choosing an alternative location for the project would not reduce or eliminate any of the significant and unavoidable transportation/circulation and air quality impacts since the project intensity would not change. Additionally, an alternative location in the project area would have the potential to increase project impacts to biological resources and could introduce impacts to cultural resources that do not exist for the proposed project since parcels adjacent to the site are undeveloped.

Thus, although the Alternative Site Location Alternative could attain most of the basic project objectives, it was eliminated from further consideration because the project site must not only be located along the U.S.-Mexico International border but must also be located in close proximity to the TIJ Airport terminal to maintain operational and economic viability in accordance with project objective No. 3.

## **11.4 NO PROJECT/NO DEVELOPMENT ALTERNATIVE**

### **11.4.1 Description**

Pursuant to Section 15126.6(e)(3)(B) of the State CEQA Guidelines, the No Project Alternative is the “circumstance under which the project does not proceed.” For purposes of this EIR, the No Project/No Development Alternative assumes that the site would remain in its current condition (i.e., vacant/graded with existing roadway and infrastructure improvements), but would not be developed with the proposed project uses or any other uses permitted under the existing industrial subdivision. In addition, implementation of the proposed Community Plan Amendment (CPA), Vesting Tentative Map (VTM), Project Development Permit (PDP), and Site Development Permit (SDP) associated with the project would not be required. Impacts associated with this alternative, as compared to the proposed project, are described below.

### **11.4.2 Environmental Analysis**

#### **Transportation/Circulation**

The No Project/No Development Alternative would not generate additional traffic, as the site would remain in its current (vacant) condition. Traffic conditions under the No Project/No Development Alternative would be similar to those projected for the Existing Plus Cumulative without Project, Interim without the Project and Year 2030 without Project conditions presented in Section 5.2 of this EIR. As shown in Section 5.2, community-wide traffic would increase over time and a number of roadways and intersections are forecasted to operate at LOS E or F, despite no development occurring on the project site. Although traffic congestion would still occur in the community without the project, this alternative would avoid the proposed project’s significant direct impacts and its contribution to cumulatively significant but unavoidable transportation/circulation impacts.

#### **Noise**

Under this alternative, the project site would remain in its current (vacant) condition, with no new noise sources from development or traffic generation. The only potential on-site noise source would continue to be vehicle travel along Otay Pacific Drive, Otay Pacific Place, and Las Californias Road, which would be limited as no buildings or uses would exist on site under this alternative. The western portion of the site would continue to be influenced by noise sources associated with adjacent development, which do not produce substantial noise. The southern portion of the project site would continue to be exposed to noise from various transportation noise sources, including traffic along Avenida International and airplane noise produced by TIJ Airport. Accordingly, potentially significant noise impacts from HVAC equipment, back-up generators,

carwash activity, and traffic noise, would not occur under the No Project/No Development Alternative.

### **Air Quality**

Under the No Project/No Development Alternative, the project site would remain in its current (vacant) condition, with no associated construction, development or traffic generation. Thus, no new sources of criteria or toxic air contaminants would be produced from the project site. Accordingly, significant and unavoidable impacts identified for the proposed project in association with long-term (operational) air quality emissions/violations (ROG/VOC, NO<sub>x</sub> and CO), and conformance with applicable air quality and related land use plans (i.e., the RAQS, SIP, General Plan and OMCP) would be avoided under the No Project/No Development Alternative.

### **Paleontological Resources**

Under the No Project/No Development Alternative, no earthwork or additional development would occur at the project site. Grading into formational materials would not occur. As a result, existing sensitive paleontological resources would remain intact, and the related potentially significant impacts to high sensitivity paleontological resources (Pleistocene-age terrace deposits) identified for the proposed project would be avoided.

### **Biological Resources**

Under the No Project/No Development Alternative, no additional development or disturbance would occur at the project site and it would remain vacant. The existing burrowing owl on the site would remain unaffected since no new construction would occur on Lot 16. Accordingly, significant direct impacts to a burrowing owl and adjacent burrow would be avoided under the No Project/No Development Alternative.

#### **11.4.3 Conclusion**

Implementation of the No Project/No Development Alternative would avoid or reduce all identified significant project-related impacts below a level of significance, including significant and unavoidable transportation/circulation and air quality impacts associated with the proposed project. Because this alternative would not provide an additional option for passenger access to and from the TIJ Airport, however, it would not meet identified project objective Nos. 1 through 3. Additionally, because the project site would remain vacant under this alternative, it would be inconsistent with the goals and objectives of the General Plan and OMCP which contemplate industrial development, and would therefore not meet identified project objective Nos. 4 and 5. It would also not benefit the City by maximizing sales and property tax revenues.

## **11.5 NO PROJECT/EXISTING COMMUNITY PLAN ALTERNATIVE**

### **11.5.1 Description**

The No Project/Existing Community Plan Alternative would involve developing the site pursuant to the existing OMCP. Specifically, this would entail developing the site with approximately 680,000 SF of industrial business park uses as approved under the Otay Pacific Business Park subdivision, with no CBF, commercial or hotel uses as identified for the proposed project. In addition, the proposed CPA, VTM, PDP and SDP would not be implemented, with related potential impacts from this alternative, compared to those for the proposed project, outlined in the following discussion.

### **11.5.2 Environmental Analysis**

#### **Transportation/Circulation**

Implementation of this alternative would result in a long-term (buildout) traffic generation volume of approximately 8,061 ADT, as compared to 46,691 ADT associated with the proposed project. Traffic conditions would remain the same as projected for the Year 2030 without Project conditions presented in Section 5.2 of this EIR, with a number of roadways and intersections forecasted to operate at LOS E or F. This alternative would not avoid all of the significant direct transportation/circulation impacts resulting from the proposed project as traffic mitigation was identified for the Otay Pacific Business Park (City of San Diego 2004). The No Project/Existing Community Plan Alternative would still contribute to cumulatively significant impacts projected in the community. Accordingly, this alternative would reduce but not eliminate the associated significant and unavoidable transportation/circulation impacts identified for the proposed project.

#### **Noise**

The No Project/Existing Community Plan Alternative would involve the construction of new industrial noise sources on site, such as HVAC units and traffic, which could result in noise levels in excess of the property line limits in the Noise Ordinance. Business park uses that could be developed on site would not likely need back-up generators, so that noise source would not occur under this alternative. Carwash noise that could exceed the property line noise levels required under the Noise Ordinance could still occur since a gas station is a permitted use in the industrial zone. The No Project/Existing Community Plan Alternative would substantially lessen traffic noise impacts on several lots. Therefore, potentially significant impacts associated with stationary sources and traffic noise from the proposed project would be less but still be expected under this alternative.

#### **Air Quality**

Under the No Project/Existing Community Plan Alternative, the project site would be developed for industrial uses as planned in the General Plan and OMCP, with short-term construction and operational emission sources generated. Construction-related emissions would be similar to those of the proposed project, meaning that less than significant impacts would occur.

Operational emissions due to mobile sources would be reduced substantially as net buildout traffic volumes for this alternative would be over 50 percent less than those anticipated under the proposed project, as noted above under Transportation/Circulation. As a result, significant impacts identified for the proposed project in association with long-term (operational) air quality emissions/violations (ROG/VOC, NOx and CO) would likely be less than significant under this alternative because of the reduction in vehicular emissions. In addition, the No Project/Existing Community Plan Alternative would conform with applicable air quality and related land use plans (i.e., the RAQS, SIP, City General Plan and OMCP), and the project's impact to regional air quality would be below a level of significance.

### **Paleontological Resources**

The No Project/Existing Community Plan Alternative would entail grading, excavation and construction within (and throughout) the site to accommodate industrial development as described. Accordingly, this alternative would result in similar potential impacts to sensitive paleontological resources as those identified for the proposed project. ~~No significant paleontological impacts would be avoided by this alternative.~~

### **Biological Resources**

The No Project/Existing Community Plan Alternative would entail grading, excavation and construction within the site to accommodate industrial development, including Lot 16 where a burrowing owl and an active burrow have been observed (refer to Section 5.9, *Biological Resources*). Accordingly, this alternative would result in similar significant impacts to biological resources as those identified for the proposed project. No significant biological resources impacts would be avoided by this alternative.

#### **11.5.3 Conclusion**

Implementation of the No Project/Existing Community Plan Alternative would avoid or reduce identified significant project-related impacts to transportation/circulation and air quality below a level of significance. Identified significant impacts to noise, paleontological and biological resources from the proposed project would remain under this alternative. Because this alternative would not provide an additional option for passenger access to and from the TIJ Airport, however, it would not meet identified project objective Nos. 1 through 3. Additionally, because development of the project site would be limited to industrial uses under this alternative, it would be inconsistent with project objective No. 5 to implement a mix of uses to serve airline passengers while maximizing revenue sources for the City.

### **11.6 REDUCED PROJECT ALTERNATIVE**

#### **11.6.1 Description**

The purpose of the Reduced Project Alternative would be to reduce significant and unavoidable direct and cumulative traffic impacts associated with the proposed project. It would involve constructing Phases 1 and 2 of the CBF, along with other uses described for the proposed project



(including industrial, commercial and/or hotel development). As noted above in Section 11.3.1, limiting the CBF development to Phases 1 and 2 would result in a buildout capacity of 65,000 SF for the CBF facility, a reduction of 30,000 SF (32 percent) from the proposed project and a reduction of approximately 7,000 daily passengers using the facility. All other aspects of this alternative would be the same as the proposed project, including the amount of industrial, commercial and hotel space constructed on site, with related impacts outlined below.

### **11.6.2 Environmental Analysis**

#### **Transportation/Circulation**

The Reduced Project Alternative would generate approximately 32,516 ADT, as compared to the 46,691 daily trips associated with the proposed project. The 14,175 ADT (approximately 30 percent) reduction in project trips would be the result of not building the CBF out to its ultimate capacity. Specifically, passenger trips that would have been diverted to the site under the proposed project would continue to use the regional freeway system to access the land POEs for flights out of TIJ Airport. Significant, direct impacts to interim year traffic conditions in Otay Mesa would still be expected. However, the project's contribution to cumulative buildout impacts would be slightly reduced under this alternative due to the 30 percent ADT reduction. Nonetheless, although conditions would be improved over levels described for the proposed project, cumulatively significant traffic impacts would still occur because buildout conditions are expected under this alternative.

#### **Noise**

No changes to land use-related noise sources would occur under this alternative. The reduction in trips associated with the Reduced Project Alternative, would cause a corresponding reduction in off-site traffic noise levels. A decrease in transportation noise could lessen the number of on-site lots requiring noise mitigation to address interior noise levels. Since less than significant off-site transportation noise impacts were identified for the proposed project, the Reduced Project Alternative would have a reduced effect on off-site traffic noise and it would remain less than significant.

#### **Air Quality**

The Reduced Project Alternative would produce construction-related emissions that would be less than significant similar to the proposed project. Operational emissions at Buildout would be reduced compared to the proposed project because of the trip reduction associated with the Reduced Project Alternative; however, even with a 30 percent reduction in vehicular emissions from the CBF, operational emissions would still exceed the applicable thresholds. As a result, significant impacts identified for the proposed project in association with long-term (operational) air quality emissions/violations (ROG/VOC, NO<sub>x</sub> and CO) would still be significant under this alternative. In addition, because the Reduced Project Alternative would be inconsistent with applicable air quality and related land use plans (i.e., the RAQS, SIP, City General Plan and OMCP), the project's impact to regional air quality would continue to be significant and unavoidable.

## **Paleontological Resources**

Grading, excavation and construction activities under the Reduced Project Alternative would be similar in nature and extent as those described for the proposed project. Accordingly, this alternative would result in significant potential impacts to sensitive paleontological resources as identified for the proposed project.

## **Biological Resources**

The Reduced Project Alternative would entail similar grading, excavation and construction within the site as noted for the proposed project, including Lot 16 where a burrowing owl and an active burrow have been observed (refer to Section 5.9). Accordingly, this alternative would result in similar significant impacts to biological resources as identified for the proposed project.

### **11.6.3 Conclusion**

Implementation of the Reduced Project Alternative would avoid or reduce identified significant project-related impacts to transportation/circulation, noise and air quality. Identified significant impacts to paleontological and biological resources from the proposed project would remain under this alternative. Because this alternative would reduce the CBF capacity by roughly one-third, however, it would result in correspondingly fewer ticketed air travelers using the CBF for access to and from the TIJ Airport. These travelers would instead continue to use the existing local POEs, thereby generating/exacerbating associated border waits and congestion. As a result, the effectiveness, security and economic viability of existing border crossings would be adversely affected, and this alternative would not meet identified project objective Nos. 1 through 3. It would also not maximize the sales and property tax revenues for the City as stated in project objective No. 5.

## **11.7 BURROWING OWL AVOIDANCE ALTERNATIVE**

### **11.7.1 Description**

The Burrowing Owl Avoidance Alternative would entail developing the project site as identified for the proposed project, except that Lot 16 would remain in its current graded but vacant condition to avoid direct impacts to the burrowing owl. To accomplish this alternative the industrial density that could go on Lot 16 would be transferred to another lot as permitted by the underlying zone and the PDP. By eliminating industrial development on Lot 16, significant impacts to the burrowing owl and burrow from the proposed project would be avoided under this alternative. All other impacts identified for the proposed project would be essentially the same as the proposed project, including significant impacts to land use, transportation/circulation, noise, air quality and paleontological resources as outlined below.

## **11.7.2 Environmental Analysis**

### **Transportation/Circulation**

As noted above, this alternative would entail similar development as identified for the proposed project. The Burrowing Owl Avoidance Alternative would generate the same amount of ADT as the proposed project. Thus, traffic impacts for this alternative would be similar to those described in Section 5.2 for the proposed project. Significant and unavoidable, direct and cumulative (Buildout) impacts to traffic would still be expected under this alternative.

### **Noise**

No changes to land use-related noise sources would occur under this alternative. The change in off-site traffic noise levels predicted for the proposed project would occur under the Burrowing Owl Alternative. Since less than significant off-site transportation noise impacts were identified for the proposed project, off-site traffic noise and impacts would continue to be less than significant under this alternative.

### **Air Quality**

The Burrowing Owl Avoidance Alternative would produce construction-related emissions that would be less than significant similar to the proposed project. Operational emissions at buildout would be the same as the proposed project. As a result, significant impacts identified for the proposed project in association with long-term (operational) air quality emissions/violations (ROG/VOC, NO<sub>x</sub> and CO) would still be significant under this alternative. In addition, the Burrowing Owl Avoidance Alternative would be inconsistent with applicable air quality and related land use plans (i.e., the RAQS, SIP, City General Plan and OMCP), and impacts to regional air quality would continue to be significant and unavoidable. Accordingly, air quality impacts under this alternative would be similar to those described for the proposed project and would remain unavoidable.

### **Paleontological Resources**

The Burrowing Owl Avoidance Alternative would entail similar grading, excavation and construction activities as described for the proposed project. Accordingly, this alternative would result in potentially significant impacts to sensitive paleontological resources, similar to those identified for the proposed project.

### **Biological Resources**

The Burrowing Owl Avoidance Alternative would eliminate construction on Lot 16 where a burrowing owl and burrow have been observed; it would allow those resources to continue to exist on the one acre that Lot 16 encompasses. No mitigation would be required under this alternative, including any preconstruction surveys, passive relocation of the bird from the project site under the guidance of a biologist, and purchase and protection of artificial burrows in the suitable habitat that exists within the MHPA on Otay Mesa. The long-term viability of the area

could decline over time since it could be surrounded on three sides by proposed development. Alternatively, if left alone without any active management, non-native grassland could develop on Lot 16 over time. The project's direct significant impacts to the owl and burrow would be avoided by this alternative.

### **11.7.3 Conclusion**

Implementation of the Burrowing Owl Avoidance Alternative would avoid identified significant impacts to biological resources (i.e., a burrowing owl and associated burrow) from the proposed project. Identified significant impacts to transportation/circulation, noise, air quality and paleontological resources from the proposed project would remain under this alternative. As compared to the proposed project, this alternative would provide a similar type and level of development as identified for the proposed project, and it would achieve most of the identified project objectives.

## **11.8 SUMMARY OF PROJECT ALTERNATIVES**

The project alternatives discussed in this section are intended to avoid or reduce one or more of the significant impacts identified for the proposed project below a level of significance. A summary comparison of impact levels for the issues identified as significant under the proposed project is provided in Table 11-1. Based on that information and the discussions in Sections 11.4 through 11.7, the No Project/No Development Alternative would be the environmentally superior alternative. Specifically, this alternative should avoid all significant impacts associated with the proposed project, including impacts identified for the issues of land use, transportation/ circulation, noise, air quality, paleontological resources, and biological resources. Pursuant to Section 15126(e)(2) of the State CEQA Guidelines, "if the environmentally superior alternative is the 'no project' alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives." Accordingly, in lieu of the No Project/No Development Alternative, the Burrowing Owl Avoidance Alternative is identified as the environmentally superior alternative. This conclusion is based on the fact that this alternative would avoid or reduce identified significant impacts to biological resources (i.e., burrowing owls and associated burrows) from the proposed project below a level of significance, as compared to the Reduced Project Alternative, which would not avoid any of the project's significant effects and only reduce the proposed project's significant and unavoidable impacts to transportation/circulation and air quality.

**Table 11-1  
 PROJECT ALTERNATIVES  
 SUMMARY OF IMPACTS**

<b>Environmental Issue<sup>1</sup></b>	<b>Proposed Project</b>	<b>No Project/No Development Alternative</b>	<b>No Project/Existing General Plan Alternative</b>	<b>Reduced Project Alternative</b>	<b>Burrowing Owl Avoidance Alternative</b>
Transportation/Circulation	SU	N	SU-	SU-	SU
Noise	SM	N	SM-	SM	SM
Air Quality	SU	N	LS	SU-	SU
Paleontological Resources	SM	N	SM	SM	SM-
Biological Resources	SM	N	SM	SM	LS

<sup>1</sup> Only the environmental effects found to be significant for the proposed project are included in this comparison matrix.

SU=Significant and unavoidable; SM=Significant but mitigable; LS=Less than significant; N=No impact.

- = Less than the proposed project

+ = More than the proposed project



Section 12.0

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Section 13.0

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Section 14.0

# CERTIFICATION/QUALIFICATIONS





## 14.0 CERTIFICATION/QUALIFICATIONS

This document has been completed by the City of San Diego's Environmental Analysis Section under the direction of the Development Services Department Environmental Review Manager and is based on independent analysis and determinations made pursuant to the San Diego Municipal Code Section 128.0103. The following individuals contributed to the fieldwork and/or preparation of this report. Resumes of EIR and technical appendices preparers are on file and available for review at the City of San Diego, Development Services Department (DSD), 1222 First Avenue, Fifth Floor, San Diego, 92101.

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Section 15.0

MITIGATION, MONITORING, AND  
REPORTING PROGRAM





## **15.0 MITIGATION, MONITORING, AND REPORTING PROGRAM**

### **15.1 GENERAL REQUIREMENTS**

As Lead Agency for the proposed project under CEQA, the City of San Diego will administer the Mitigation, Monitoring, and Reporting Program (MMRP) for the following environmental issue areas as identified in the Otay-Tijuana Cross Border Facility Development Project EIR: Transportation/Circulation, Noise, Paleontological Resources and Biological Resources. The mitigation measures identified below include all applicable measures from the Otay-Tijuana Cross Border Facility Development Project EIR (Project No. 169653; SCH No. 2010121014). This MMRP shall be made a requirement of project approval.

Section 21081.6 to the State of California Public Resources Code (PRC) requires a Lead or Responsible Agency that approves or carries out a project where an EIR has identified significant environmental effects to adopt a “reporting or monitoring program for adopted or required changes to mitigate or avoid significant environmental effects.” The City of San Diego is the Lead Agency for the Otay-Tijuana Cross Border Facility Development Project EIR, and therefore must ensure the enforceability of the MMRP. An EIR has been prepared for this project that addresses potential environmental impacts and, where appropriate, recommends measures to mitigate these impacts. As such, an MMRP is required to ensure that adopted mitigation measures are implemented. Therefore the following general measures are included in this MMRP:

1. Prior to the commencement of work (including related activities such as equipment access or equipment/material staging), a preconstruction meeting shall be conducted and include City of San Diego’s Mitigation Monitoring Coordination (MMC) section, Resident Engineer, Building Inspector, Project Biologist, Project Paleontologist, Applicant and other parties of interest.
2. Prior to Notice to Proceed (NTP) for any construction permits, including but not limited to, the first Grading Permit and Building Plans/Permits, the Assistant Deputy Director (ADD) Environmental Designee of the City’s Land Development Review (LDR) division shall verify that the following statement is shown on the grading and/or construction plans as a note under the heading Environmental Mitigation Requirements: “The Otay-Tijuana Cross Border Facility Development Project is subject to a Mitigation, Monitoring, and Reporting Program and shall conform to the mitigation conditions as contained in Environmental Impact Report No. 169563.”
3. Evidence of compliance with other permitting authorities is required, if applicable. Evidence shall include either copies of permits issued, letters of resolution issued by the Responsible Agency documenting compliance, or other evidence documenting compliance and deemed acceptable by the ADD Environmental Designee.

## 15.2 TRANSPORTATION/CIRCULATION

### Direct Impacts

The owner/permittee shall perform the following intersection and roadway segment improvements to mitigate the project's direct impacts to the community road network to below a level of significance. **If it is determined that required improvements identified in these mitigation measures for Phases 1 and 2 are not feasible, as defined in Section 15364 of the State CEQA Guidelines, significant and unavoidable impacts would occur.** As such, project approval will require adoption of a Statement of Overriding Consideration (SOC).

### *Phase 1*

The owner/permittee shall be fully responsible for all feasible mitigation measures identified for the Phase 1 Plus Proposed Project conditions prior to issuance of first building permits for Phase 1 unless conditioned otherwise in the Planned Development Permit to address timing issues related to right-of-way acquisitions and securing agency permits.

Intersections. The following mitigation measures are required to restore LOS and offset Phase 1 significant direct impacts to intersections:

- Tra-1** Britannia Boulevard/Otay Mesa Road: Prior to issuance of any construction permit, the Owner/Permittee shall assure by permit and bond the construction of an additional northbound right-turn lane at the intersection of Britannia Boulevard/Otay Mesa Road, satisfactory to the City Engineer. The Owner/Permittee may request a Deferred Improvement Agreement for this improvement until issuance of first construction permit for development in excess of 13,683 average daily project trips, in the event right-of-way for this improvement cannot be acquired in a timely manner.
- Tra-2** La Media Road/Airway Road: Prior to issuance of any construction permit, the Owner/Permittee shall assure by permit and bond the signalization of the intersection of Airway Road/La Media Road, satisfactory to the City Engineer.

Roadway Segments. The owner/permittee shall perform the following mitigation measures to fully mitigate the project's Phase 1 significant direct impacts to roadway segments to below a level of significance.

- Tra-3** Siempre Viva Road between Otay Pacific Drive and Britannia Boulevard: Prior to issuance of any construction permit, the Owner/Permittee shall assure by permit and bond the widening of Siempre Viva Rd on its north side between Otay Pacific Drive and the western project boundary, to provide an interim four-lane major roadway with a raised center median, satisfactory to the City Engineer. The Owner/Permittee may request a Deferred Improvement Agreement for this improvement until issuance of first construction permit for development in excess of 13,683 average daily project trips, in the event biological permits for this improvement cannot be acquired in a timely manner.

Prior to issuance of any construction permit, the Owner/Permittee shall assure by permit and bond the widening of the north side of Siempre Viva Road, the restriping of the roadway, and the construction of an interim asphalt median, to provide a four-lane major roadway between the western project boundary and Britannia Boulevard, satisfactory to the City Engineer. The Owner/Permittee may request a Deferred Improvement Agreement for this improvement until issuance of first construction permit for development in excess of 13,683 average daily project trips, in the event biological permits for this improvement cannot be acquired in a timely manner.

**Tra-4** Airway Road between Paseo de las Americas and SR-905: Prior to issuance of any construction permit, the Owner/Permittee shall assure by permit and bond the restriping of Airway Road between Paseo de las Americas and SR-905 to provide a two-lane collector arterial with center two-way left turn lane, satisfactory to the City Engineer.

**Tra-5** Britannia Boulevard between SR-905 and Airway Road: Prior to issuance of any construction permit, the Owner/Permittee shall assure by permit and bond the widening of the east side of Britannia Boulevard to provide an additional northbound through lane, and the re-striping of the western side (southbound approach) to three southbound lanes between Airway Road and SR-905 to provide a six-lane major arterial, satisfactory to the City Engineer. The Owner/Permittee may request a Deferred Improvement Agreement for this improvement until issuance of first construction permit for development in excess of 13,683 average daily project trips, in the event right-of-way for this improvement cannot be acquired in a timely manner.

**Tra-6** Britannia Boulevard between Airway Road and Siempre Viva Road: Prior to issuance of any construction permit for development in excess of 13,683 average daily trips, the Owner/Permittee shall assure by permit and bond the widening of Britannia Boulevard on both sides between Airway Road and Siempre Viva Road to provide a six-lane major arterial, satisfactory to the City Engineer. The Owner/Permittee may request a Deferred Improvement Agreement for this improvement until issuance of first construction permit for development in excess of 13,683 average daily project trips, in the event right-of-way for this improvement cannot be acquired in a timely manner.

**Tra-7** Otay Pacific Place between Otay Pacific Drive and Las Californias Drive: Prior to issuance of any construction permit for, the Owner/Permittee shall assure by permit and bond the widening of Otay Pacific Place between Otay Pacific Drive and Las Californias Drive to provide a four-lane collector arterial, satisfactory to the City Engineer. (See Condition #189) The Owner/Permittee may request a Deferred Improvement Agreement for this improvement until issuance of first construction permit for development in excess of 13,683 average daily project trips, in the event right-of-way for this improvement cannot be acquired in a timely manner.

The following mitigation measure partially mitigates the project's significant Phase 1 direct impact to roadway segments.

**Tra-8** Heritage Road-Otay Valley Road between Avenida de las Vistas and Otay Mesa Road: Prior to issuance of any construction permit, the Owner/Permittee shall assure by permit and bond the widening of Heritage Road-Otay Valley Road from immediately north of Datsun Street to Otay Mesa Road to a two-lane collector with a center two-way left turn lane, satisfactory to the City Engineer. The Owner/Permittee may request a Deferred Improvement Agreement for this improvement until issuance of first construction permit for development in excess of 13,683 average daily project trips, in the event right-of-way for this improvement cannot be acquired in a timely manner.

#### *Phase 2*

The owner/permittee shall be fully responsible for all mitigation measures under the Phase 2 Plus Proposed Project conditions prior to issuance of any building permits beyond Phase 1.

Intersections. The owner/permittee shall perform the following mitigation measures to mitigate the project's Phase 2 significant direct impacts to intersections to below a level of significance.

**Tra-9** Caliente Avenue/Otay Mesa Road: Prior to issuance of any construction permit for development in excess of 13,683 average daily trips, the Owner/Permittee shall assure by permit and bond the widening of the east side of Caliente Avenue to construct an additional northbound exclusive right-turn lane at the intersection of Caliente Avenue/Otay Mesa Road, satisfactory to the City Engineer.

Roadway Segments. The owner/permittee shall perform the following mitigation measures to reduce the project's Phase 2 significant direct traffic impacts to below a level of significance:

**Tra-12** Siempre Viva Road between Britannia Boulevard and Las Californias Drive: Prior to issuance of any construction permit for development in excess of 13,683 average daily trips, the Owner/Permittee shall assure by permit and bond the widening of Siempre Viva Road between Otay Pacific Drive and Las Californias Drive to provide a four lane collector without a two-way left turn lane, satisfactory to the City Engineer.

**Tra-16** Airway Road between Caliente Avenue and Old Otay Mesa Road: Prior to issuance of any construction permit for development in excess of 13,683 average daily trips, the Owner/Permittee shall assure by permit and bond the widening of Airway Road between Caliente Avenue and Old Otay Mesa Road to a four-lane collector arterial, satisfactory to the City Engineer.

**Tra-17** Otay Mesa Road between SR-125 southbound ramp and La Media Road: Prior to issuance of any construction permit for development in excess of 13,683 average daily trips, the Owner/Permittee shall assure by permit and bond the widening of the south side of Otay Mesa Road between SR-125 southbound ramp and La Media Road to provide a six-lane major arterial, satisfactory to the City Engineer.

**Tra-21** Otay Pacific Drive between Siempre Viva Road and Otay Pacific Place: Prior to issuance of any construction permit for development in excess of 13,683 average daily trips, the Owner/Permittee shall assure by permit and bond the widening of the western side of the roadway and construct a raised center median to provide a four lane major arterial, satisfactory to the City Engineer.

### Cumulative Impacts

#### *Buildout*

With regard to Mitigation Measures Tra-25 through -48, Tra-51 through 53, Tra-60 through -65, Tra-70 through -72, and Tra-78 through -85, in lieu of payment of the project's full fair share payments, the applicant shall pay a reduced fair share payment in the form of FBA or other applicable development impact fees in effect at the time the applicable building permits are issued.

Roadway Segments. The owner/permittee shall perform the following mitigation measures to fully mitigate the project's contribution to cumulatively significant impacts to roadway segments. Fair share contributions noted below are contained in Table BA of the Traffic Impact Study (Appendix J):

**Tra-66** Otay Pacific Drive between Siempre Viva Road and Otay Pacific Place: Prior to issuance of any construction permit for development in excess of 24,652 average daily trips, the Owner/Permittee shall widen the west side of Otay Pacific Drive, from 250 feet south of the south curblin of Siempre Viva Road to Otay Pacific Place, as a 4-lane major arterial with 74 feet curb-to-curb within 112 feet of right-of-way and a 14 foot wide raised center median; and, on the west side of the street, new curb, gutter and a minimum five foot wide non-contiguous sidewalk within a 14 foot parkway, satisfactory to the City Engineer.

**Tra-67** Las Californias Drive between Siempre Viva Road and Otay Pacific Place: Prior to issuance of any construction permit for development in excess of 24,652 average daily trips, the Owner/Permittee shall restripe Las Californias Drive between Siempre Viva Road and Otay Pacific Place to provide a two-lane collector with a two-way left turn lane, satisfactory to the City Engineer.

**Tra-68** Otay Pacific Place between Otay Pacific Drive and Las Californias Drive: Prior to issuance of any construction permit for development in excess of 24,652 average daily trips, the Owner/Permittee shall widen Otay Pacific Place, from Otay Pacific Drive to Las Californias Drive, with 70 feet curb-to-curb within 94 feet of right-of-way; and, on the south side of the street, new curb, gutter and a minimum 5 foot wide non-contiguous sidewalk within a 14 foot curb-to-property line distance, satisfactory to the City Engineer.



The following mitigation measure shall be implemented by the project as each lot of the project builds out.

**Tra-86** For each development proposed within the project, the project applicant(s) shall submit to the City a Tracking Table that provides a summary of total ADT generated, AM peak hour in, AM peak hour out, PM peak hour in, and PM peak hour out to allow for a flexible development program while ensuring that the total ADT and peak hour thresholds for the project are not exceeded. Should the buildout of the project result in an excess of any of the above trip thresholds, an amendment to this permit, or further traffic analysis demonstrating that no new significant traffic impacts would result, shall be completed by the applicant(s).

### 15.3 NOISE

Implementation of the following mitigation measures would reduce noise impacts from stationary sources on site to below a level of significance:

**Noi-1** All ground-mounted HVAC systems shall utilize a noise control barrier surrounding the equipment; the top of the surrounding wall must be at least two feet higher than the tallest equipment in the enclosure. The barrier would be required to meet the following minimum criteria:

- Sound attenuation barriers shall be a single, solid sound wall constructed of masonry, wood, plastic, fiberglass, steel, or a combination of those materials.
- There shall be no cracks or gaps through the wall; any seams or cracks must be filled or caulked.
- If wood is used, it can be tongue and groove and must be at least one inch thick or have a surface density of at least 3.5 pounds per square foot.
- Where architectural or aesthetic factors follow, glass or clear plastic may be used in the upper portion.
- Sheet metal of 18-gauge (minimum) may be used, if it meets the other criteria and is properly supported and stiffened so that it does not rattle or create noise itself from vibration or wind.
- Any doors or gates must be designed with overlapping closures at the bottom and sides and meet the minimum specifications of the wall materials.
- Any gate(s) must be of ¾-inch or thicker wood, 18-gauge or thicker solid sheet metal, or an exterior-grade solid-core steel with prefabricated door jams.

**Noi-2** All rooftop-mounted HVAC systems shall utilize parapet walls surrounding the equipment; the top of the surrounding walls must be equal to the tallest piece of equipment.

- Noi-3** Backup generators shall be enclosed in a standard type two noise control cabinet and protected by a noise control barrier at least two feet higher than the top of the generator. The barrier shall meet the following minimum criteria:
- Sound attenuation barriers shall be a single, solid sound wall constructed of masonry, wood, plastic, fiberglass, steel, or a combination of those materials.
  - There shall be no cracks or gaps through the wall; any seems or cracks must be filled or caulked.
  - If wood is used, it can be tongue and groove and must be at least one inch thick or have a surface density of at least 3.5pounds per square foot.
  - Where architectural or aesthetic factors follow, glass or clear plastic may be used in the upper portion.
  - Sheet metal of 18-gauge (minimum) may be used, if it meets the other criteria and is properly supported and stiffened so that it does not rattle or create noise itself from vibration or wind.
  - Any doors or gates must be designed with overlapping closures at the bottom and sides and meet the minimum specifications of the wall materials.
  - Any gate(s) must be of ¾-inch or thicker wood, 18-gauge or thicker solid sheet metal, or an exterior-grade solid-core steel with prefabricated door jams.
- Noi-4** Prior to issuance of building permits for Lots 1, 2, 5, 6, 7, 8, 11, 12, 13, 19, 20, 23, 24, 25, 26, 29, and 30, an exterior-to-interior noise analysis shall be completed to assess off-site noise sources and determine if related interior noise standards are met for on-site commercial uses, assuming the land uses proposed in the CBF plus hotel, commercial and industrial development scenario. Appropriate noise planning and attenuation measures identified in the noise analysis shall be incorporated into the project design to ensure compliance with the General Plan Noise Element Land Use - Noise Compatibility Guidelines.
- Noi-5** Prior to issuance of a building permit for Lot 8, an exterior-to-interior noise analysis shall be completed to assess off-site noise sources and determine if related interior noise standards are met for on-site uses within the CBF building, assuming the land uses proposed in the CBF plus industrial development scenario. Appropriate noise planning and attenuation measures identified in the noise analysis shall be incorporated into the project design to ensure compliance with the General Plan Noise Element Land Use - Noise Compatibility Guidelines.
- Noi-6** Prior to issuance of building permits for Lots 1, 2, 18, 19, 20, 29, and 30, a noise analysis shall be completed to assess building-specific stationary noise sources and determine if related noise standards are met for on-site exterior use areas, assuming the land uses proposed in the CBF plus hotel, commercial and industrial development scenario. Appropriate noise planning and attenuation measures identified in the noise analysis shall be incorporated into the project design to ensure compliance with the Noise Ordinance noise limits for stationary sources.

## 15.4 PALEONTOLOGICAL RESOURCES

Potential impacts to paleontological resources caused by development of the project site would be reduced to below a level of significance through implementation of the following mitigation measure:

**Paleo-1** During the phased project development period, grading and excavation activities may potentially affect the moderate-sensitivity Pleistocene terrace deposits within the project site, particularly in association with construction of the Cross Border Facility and the related pedestrian bridge. The excavation process for phased project grading in applicable locations shall be regularly monitored, and the results reported to the City Mitigation MMC by qualified paleontologists, as outlined below.

If, during subsequent development and review of project grading and excavation plans, it is determined by appropriate City and technical personnel that project development in any individual phase would not exceed the noted threshold, the following mitigation requirements may be reduced or eliminated at the discretion of the City.

### I. Prior to Permit Issuance

#### A. Entitlements Plan Check

1. Prior to issuance of any construction permits, including but not limited to, the first Grading Permit, Demolition Plans/Permits and Building Plans/Permits or a Notice to Proceed for Subdivisions, but prior to the first preconstruction (Precon) meeting, whichever is applicable, the Assistant Deputy Director (ADD) Environmental designee shall verify that the requirements for Paleontological Monitoring have been noted on the appropriate construction documents.

#### B. Letters of Qualification have been submitted to ADD

1. Due to the phased nature of proposed development, each individual project phase may require a focused mitigation program. For each excavation phase, the applicant shall submit a letter of verification to the Mitigation Monitoring Coordination (MMC) identifying the Principal Investigator (PI) for the project and the names of all persons involved in the paleontological monitoring program, as defined in the City of San Diego Paleontology Guidelines.
2. The MMC will provide a letter to the applicant confirming the qualifications of the PI and all persons involved in the paleontological monitoring of the project for each development phase.
3. Prior to the start of work, the applicant shall obtain approval from the MMC for any personnel changes associated with the monitoring program.

## II. Prior to Start of Construction

### A. Verification of Records Search

1. The PI shall provide verification to the MMC that a site specific records search has been completed. Verification includes, but is not limited to a copy of a confirmation letter from the San Diego Natural History Museum, other institution or, if the search was in-house, a letter of verification from the PI stating that the search was completed.
2. The letter shall introduce any pertinent information concerning expectations and probabilities of discovery during trenching and/or grading activities.

### B. PI Shall Attend Precon Meetings

1. For each development phase, and prior to beginning any work that requires monitoring, the Applicant shall arrange a Precon Meeting that shall include the PI, Construction Manager (CM) and/or Grading Contractor, Resident Engineer (RE), Building Inspector (BI), if appropriate, and MMC. The qualified paleontologist shall attend any grading/excavation related Precon Meetings to make comments and/or suggestions concerning the Paleontological Monitoring program with the CM and/or Grading Contractor.
  - a. If the PI is unable to attend the Precon Meeting, the Applicant shall schedule a focused Precon Meeting with the MMC, PI, RE, CM or BI, if appropriate, prior to the start of any work that requires monitoring.
2. Identify Areas to be Monitored  
Prior to the start of any work that requires monitoring for a given phase of site development, the PI shall submit a Paleontological Monitoring Exhibit (PME) based on the appropriate construction documents (reduced to 11x17) to the MMC identifying the areas to be monitored including the delineation of grading/excavation limits. The PME shall be based on the results of a site specific records search as well as information regarding existing known soil conditions (native or formation).
3. When Monitoring Will Occur
  - a. Prior to the start of any work for a given phase of site development, the PI shall also submit a construction schedule to the MMC through the RE indicating when and where monitoring will occur.
  - b. The PI may submit a detailed letter to the MMC prior to the start of work or during construction requesting a modification to the monitoring program. This request shall be based on relevant information such as review of final construction documents which indicate conditions such as depth of excavation and/or site graded to bedrock, presence or absence of fossil resources, etc., which may reduce or increase the potential for resources to be present.

### III. During Construction

#### A. Monitor Shall be Present During Grading/Excavation/Trenching

1. The monitor shall be present full-time during grading/excavation/trenching activities for each project phase as identified on the PME that could result in impacts to formations with moderate resource sensitivity (Pleistocene terrace deposits). **The CM is responsible for notifying the RE, PI, and MMC of changes to any construction activities such as in the case of a potential safety concern within the area being monitored. In certain circumstances Occupational Safety and Health Administration (OSHA) safety requirements may necessitate modification of the PME.**
2. The PI may submit a detailed letter to MMC during construction requesting a modification to the monitoring program when a field condition such as trenching activities that do not encounter formational soils as previously assumed, and/or when unique/unusual fossils are encountered, which may reduce or increase the potential for resources to be present.
3. The monitor shall document field activity via the Consultant Site Visit Record (CSVR). The CSVRS shall be faxed by the CM to the RE the first day of monitoring, the last day of monitoring, monthly (**Notification of Monitoring Completion**), and in the case of ANY discoveries. The RE shall forward copies to the MMC.

#### B. Discovery Notification Process

1. In the event of a discovery, the Paleontological Monitor shall direct the contractor to temporarily divert trenching activities in the area of discovery and immediately notify the RE or BI, as appropriate.
2. The Monitor shall immediately notify the PI (unless Monitor is the PI) of the discovery.
3. The PI shall immediately notify the MMC by phone of the discovery, and shall also submit written documentation to the MMC within 24 hours by fax or email with photos of the resource in context, if possible.

#### C. Determination of Significance

1. The PI shall evaluate the significance of the resource.
  - a. The PI shall immediately notify the MMC by phone to discuss significance determination and shall also submit a letter to the MMC indicating whether additional mitigation is required. The determination of significance for fossil discoveries shall be at the discretion of the PI.
  - b. If the resource is significant, the PI shall submit a Paleontological Recovery Program (PRP) and obtain written approval from the MMC.

- Impacts to significant resources must be mitigated before ground disturbing activities in the area of discovery will be allowed to resume.
- c. If the resource is not significant (e.g., small pieces of broken common shell fragments or other scattered common fossils) the PI shall notify the RE, or BI as appropriate, that a non-significant discovery has been made. The Paleontologist shall continue to monitor the area without notification to the MMC unless a significant resource is encountered.
  - d. The PI shall submit a letter to the MMC indicating that fossil resources will be collected, curated, and documented in the Final Monitoring Report. The letter shall also indicate that no further work is required.

#### **IV. Night and/or Weekend Work**

- A. If night and/or weekend work is included in the contract
  1. When night and/or weekend work is included in the contract package, the extent and timing shall be presented and discussed at the Precon meeting.
  2. The following procedures shall be followed.
    - a. No Discoveries
    - b. In the event that no discoveries were encountered during night and/or weekend work, The PI shall record the information on the CSVR and submit to the MMC via fax by 8 AM on the next business day.
    - c. Discoveries
    - d. All discoveries shall be processed and documented using the existing procedures detailed in Section III - During Construction.
    - e. Potentially Significant Discoveries
    - f. If the PI determines that a potentially significant discovery has been made, the procedures detailed under Section III - During Construction shall be followed.
    - g. The PI shall immediately contact the MMC, or by 8 AM on the next business day to report and discuss the findings as indicated in Section III-B, unless other specific arrangements have been made.
- B. If night work becomes necessary during the course of construction
  1. The Construction Manager shall notify the RE, or BI, as appropriate, a minimum of 24 hours before the work is to begin.
  2. The RE, or BI, as appropriate, shall notify the MMC immediately.
- C. All other procedures described above shall apply, as appropriate.

#### **V. Post Construction**

- A. Preparation and Submittal of Draft Monitoring Reports
  1. The PI shall submit two copies of the Draft Monitoring Report (even if negative) for each development phase, prepared in accordance with the

Paleontological Guidelines which describes the results, analysis, and conclusions of all phases of the Paleontological Monitoring Program (with appropriate graphics) to the MMC for review and approval within 90 days following the completion of monitoring,

- a. For significant paleontological resources encountered during monitoring, the Paleontological Recovery Program shall be included in the Draft Monitoring Reports.
  - b. Recording Sites with the San Diego Natural History Museum
  - c. The PI shall be responsible for recording (on the appropriate forms) any significant or potentially significant fossil resources encountered during the Paleontological Monitoring Program in accordance with the City's Paleontological Guidelines, and submittal of such forms to the San Diego Natural History Museum with the Final Monitoring Report.
2. The MMC shall return the Draft Monitoring Reports to the PI for revision or for preparation of the Final Reports.
  3. The PI shall submit revised Draft Monitoring Reports to MMC for approval.
  4. The MMC shall provide written verification to the PI of the approved reports.
  5. The MMC shall notify the RE or BI, as appropriate, of receipt of all Draft Monitoring Report submittals and approvals.

B. Handling of Fossil Remains

1. The PI shall be responsible for ensuring that all fossil remains collected are cleaned and catalogued.
2. The PI shall be responsible for ensuring that all fossil remains are analyzed to identify function and chronology as they relate to the geologic history of the area; that faunal material is identified as to species; and that specialty studies are completed, as appropriate

C. Curation of fossil remains: Deed of Gift and Acceptance Verification

1. The PI shall be responsible for ensuring that all fossil remains associated with the monitoring for this project are permanently curated with an appropriate institution.
2. The PI shall include the Acceptance Verification from the curation institution in the Final Monitoring Report submitted to the RE or BI and MMC.

D. Final Monitoring Reports

1. The PI shall submit two copies of the Final Monitoring Reports to the MMC (even if negative), within 90 days after notification from the MMC that the draft reports have been approved.
2. The RE shall, in no case, issue the Notice of Completion until receiving a copy of the approved Final Monitoring Reports from the MMC which includes the Acceptance Verification from the curation institution.

## 15.5 BIOLOGICAL RESOURCES

### Project Site Mitigation Measures

The following measures shall be implemented by the project applicant to address potential project impacts to burrowing owl.

**Bio – 1** To avoid injuring or killing burrowing owl during final on-site grading, a pre-construction survey of the area where evidence of an occupied burrow was observed and where the burrowing owl was observed shall be conducted. The survey shall take place no more than 30 days prior to initiation of clearing and grading (and related activities such as equipment access or equipment/material staging). If necessary, weed removal (by whacking, bush hogging, or mowing) shall be conducted to make all potential burrows in the relevant impact area more easily observed. A qualified biologist shall monitor weed removal to ensure that active burrows are not disturbed during the process. Cameras may be used to determine if a burrow is active or inactive. A letter report shall be submitted to the Mitigation Monitoring Coordinator prior to the pre-construction meeting with the results of the pre-construction survey.

Prior to the issuance of the first grading permit, any impacted individuals must be relocated out of the impact area using passive or active methods approved by the Wildlife Agencies and the City. In accordance with the approved method, a qualified biologist shall implement a relocation process including the collapse of the existing burrowing owl burrow within the project footprint consistent with the approved Exhibit A. At a minimum, the process would include the following:

- If owls are present, a qualified biologist shall implement an eviction process with the use of one-way doors. Once the owls have vacated the burrows (this should take approximately 48 hours after installation of one-way doors), all burrows shall be carefully excavated (to confirm they are empty) and then filled to prevent occupation or reoccupation. A qualified biologist shall carry out the eviction, excavation, and filling.

**Bio – 2** Prior to issuance of the first grading permit, the applicant shall provide to the satisfaction of the City (a) two artificial owl burrows (constructed and/or purchased) in the Otay Mesa area, and (b) a plan outlining a two-year management and monitoring program for the artificial burrow site, unless the management entity already has a management program in place. The burrows may be located on conserved and managed land and shall be within the limits of the City's MSCP Subarea Plan. Possible artificial owl burrow sites include the Otay A/B/C parcels, Robinhood Ridge preserve, Goat Mesa, City Public Utilities land, The Environmental Trust (TET) Otay Mesa sites, or other areas supporting suitable burrowing owl habitat. Use of City lands for an artificial burrow site would require review and approval by the City Department responsible for management of the selected parcel. The applicant shall be responsible for providing funding for maintenance associated with the artificial burrows, should that funding not already be in place.



**Bio – 3** To mitigate for potential direct impacts to burrowing owl, the applicant shall contract with a qualified biologist to conduct a pre-construction survey (four visits) within the limits of the project site footprint consistent with the approved Exhibit A. The survey shall take place no more than 30 days prior to initiation of clearing and grading (and related activities such as equipment access or equipment/material staging). If necessary, weed removal (by whacking, bush hogging, or mowing) shall be conducted to make potential burrows within the project footprint consistent with the approved Exhibit A more easily observed. A qualified biologist shall monitor weed removal to ensure that active burrows are not disturbed during the process. Cameras may be used to determine if any observed potential burrows are active or inactive. A letter report shall be submitted to the Mitigation Monitoring Coordinator (MMC) prior to the pre-construction meeting with the results of the preconstruction survey; the MMC shall provide a copy of the preconstruction survey to the Wildlife Agencies for information purposes. If burrowing owls are not detected during the pre-construction survey then no additional mitigation is necessary.

If the survey identifies occupied burrowing owl burrows within the proposed project site footprint, consistent with the approved Exhibit A, then any impacted individuals must be relocated out of the impact area using measures conducted in accordance with Bio-3a or Bio-3b prior to initiation of construction activities (including operations such as such as equipment access or equipment/material staging). The measures to be implemented in the event of positive results (occupied burrows) depend on whether the project activities would occur within, or outside of, the burrowing owl breeding season (February 1 – August 31). If the protocol for relocating impacted owls changes from that described in Bio-3a or Bio-3b, the method for relocating owls shall be approved by the Wildlife Agencies and the City.

*Outside of the breeding season*

- Bio-3a: If owls are occupying burrows within the project site footprint consistent with the approved Exhibit A and construction activities would occur outside of the breeding season, a qualified biologist shall implement a burrow eviction process with the use of one-way doors. Once the owls have vacated the burrows (this should take approximately 48 hours after installation of one-way doors) those burrows shall be carefully excavated (to confirm they are empty) and then filled to prevent occupation or reoccupation. A qualified biologist shall carry out the eviction, excavation, and filling. No additional measures would be required.

*Within the breeding season*

- Bio-3b: If owls are present within the project site footprint consistent with the approved Exhibit A and construction activities would occur between February 1 and August 31 (breeding season), no grading or construction activities shall occur within 300 feet of an active nest within the project site footprint consistent with the approved Exhibit A until the young have fledged. A qualified biologist shall monitor the nest burrow and make the determination as to when the young have

fledged. When breeding activities have ended the biologist will implement a burrow eviction process (as described in Bio-3a) to ensure that no owls remain in the nest. When breeding is complete and owls have been cleared from the burrow, construction activities may resume. No additional measures would be required.

#### Proposed Off-site Traffic Mitigation Measures

The following measures shall be implemented by the project applicant to address secondary biological impacts to off-site sensitive habitats and potential impacts to the burrowing owl.

**Bio-4** Prior to issuance of grading permits for proposed off-site roadway improvements (i.e., in association with Tra-3, Tra-6/23, Tra-12, and Tra-17), related direct impacts to non-native grassland habitat shall be mitigated at the appropriate ratio, depending on whether or not the impacted habitat is occupied by burrowing owls (as identified below in Bio-4a and Bio-4b). This measure shall be implemented through habitat preservation in appropriate areas (upon approval by the Wildlife Agencies), payment into the City's Habitat Acquisition Fund (HAF), purchase of the mitigation credits from the City's Marron Valley Cornerstone Bank, payment into an established grassland or dedicated endowment fund, or contribution to an established owl/grassland enhancement effort, as determined in the City of San Diego Biology Guidelines and MSCP Subarea Plan, to the satisfaction of the Development Services Director or Environmental Designee.

##### *Non-Occupied Non-Native Grassland Habitat*

- Bio-4a: Direct impacts to non-native grassland habitat determined not to be occupied by burrowing owl shall be mitigated at a 0.5:1 ratio in accordance with the City Biology Guidelines.

##### *Occupied Non-Native Grassland Habitat*

- Bio-4b: Direct impacts to non-native grassland habitat determined to be occupied by burrowing owl shall be mitigated at a 1:1 ratio in accordance with the City Biology Guidelines. This mitigation requirement shall be met through preservation or habitat restoration/enhancement (e.g., placement of artificial burrows) of owl-occupied habitat or contribution to an owl restoration effort in the Otay Mesa vicinity. All areas preserved as mitigation for occupied non-native grassland shall either support burrowing owls, or shall implement an associated restoration plan to provide suitable burrowing owl habitat (with prior approval of the restoration plan by the City and Wildlife Agencies).

**Bio-5** Prior to issuance of grading permits for proposed off-site roadway improvements a pre-construction survey for burrowing owl shall be conducted within suitable habitat in the proposed improvement areas pursuant to the scope and methodology described above under Bio-3.

- Bio-6** Prior to issuance of grading permits for proposed individual off-site roadway improvements (i.e., in association with Tra-3), related direct impacts to wetland habitats shall be mitigated by obtaining approved Wildlife Agency permits, and implementing associated habitat creation, restoration, and/or purchase of mitigation credits in an approved bank (e.g., Rancho Jamul) at appropriate ratios, and per approval by the Wildlife Agencies. Specifically, direct impacts to freshwater marsh, southern willow scrub and disturbed wetland habitats shall be mitigated at a 2:1 ratio or other applicable ratio[s] as directed by the Wildlife Agencies issuing the applicable permits).
- Bio-7** Prior to issuance of grading permits for proposed off-site roadway improvements adjacent to sensitive habitat, the entire limits of grading shall be delineated with orange construction fencing (or other appropriate barrier) under the supervision of a qualified biologist to preclude entry into adjacent sensitive habitats. The need to install fencing shall be noted on the project construction drawings.



Appendix A

NOTICE OF PREPARATION,  
SCOPING MEETING TRANSCRIPT  
AND RESPONSES







THE CITY OF SAN DIEGO

DEVELOPMENT SERVICES DEPARTMENT

Date of Notice: December 3, 2010

**PUBLIC NOTICE OF PREPARATION OF A  
DRAFT SUBSEQUENT ENVIRONMENTAL IMPACT REPORT**

**AND**

**PUBLIC NOTICE OF A SUBSEQUENT ENVIRONMENTAL IMPACT REPORT  
SCOPING MEETING**

I.O. No. 23431907

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**PUBLIC NOTICE:** The City of San Diego will be the Lead Agency and will prepare a draft Environmental Impact Report in compliance with the California Environmental Quality Act (CEQA). This Notice of Preparation of an Environmental Impact Report and Scoping Meeting was publicly noticed and distributed on December 3, 2010. This notice was published in the SAN DIEGO DAILY TRANSCRIPT and placed on the City of San Diego website at the location noted below on December 3, 2010. City website: <http://www.sandiego.gov/city-clerk/officialdocs/notices/index.shtml>.

**SCOPING MEETING:** A scoping meeting will be held by the City of San Diego Development Services Department on December 20, 2010, beginning at 5:00 p.m. (time-certain) and running no later than 7:00 p.m. at the Comfort Suites - Otay Mesa, located at 2351 Otay Center Drive, San Diego, 92154. Please note, depending upon the number of attendees, the meeting could end earlier than 7:00 p.m. Verbal and written comments regarding the scope and alternatives of the proposed Environmental Impact Report will be accepted at the meeting. Written comments may also be sent to Anna McPherson, City of San Diego Development Services Department 1222 First Avenue, MS 501, San Diego, CA, 92101-4155 or e-mailed to [amcpherson@sandiego.gov](mailto:amcpherson@sandiego.gov), referencing the Project Name and Number in the subject line within 30 days of the receipt of this notice. Responsible agencies are requested to indicate their statutory responsibilities in connection with this project when responding. A draft Environmental Impact Report incorporating public input will then be prepared and distributed for public review and comment.

**PROJECT NAME: SAN DIEGO – TIJUANA AIRPORT CROSSBORDER FACILITY**

**PROJECT NUMBER: 169653**

**SCH NO.:** PENDING

**COMMUNITY PLAN AREA:** Otay Mesa

**COUNCIL DISTRICT:** 8 (Hueso)

**SUBJECT: SAN DIEGO – TIJUANA AIRPORT CROSSBORDER FACILITY:** The project is a re-subdivision of an approximately 63.8-acre property (lots 1 through 30 of the Otay Pacific Business Park) through the filing of a Vesting Tentative Map (No. 609579) and request for a Planned Development Permit (PDP No. 609801) to allow the development of a 75,000 square foot (SF) Cross Border Facility (CBF); a



780,000 square foot parking structure, two 150-room hotels; up to 78,500 SF of visitor-serving commercial uses and up to 280,000 SF of industrial uses. The property is currently zoned Otay Mesa Development District (OMDD), which permits uses within the Heavy Industrial (IH-2-1) base zone plus research and development and limited commercial development, and is designated as Industrial in the 1981 Otay Mesa Community Plan. A Community Plan Amendment is requested to permit the Cross Border Facility and other non-industrial uses on the site. The requested uses, identified in the community plan amendment, would be allowed with the approval of a PDP. The project also proposes the vacation of the public right-of-way for Otay Pacific Place and portions of the previously dedicated public street right-of-ways for Otay Pacific Drive and Las Californias Drive to accommodate the proposed development.

The project is proposed on a privately-owned, 63.8-acre graded, level site located immediately adjacent to the U.S.-Mexico International border in San Diego County, California, southeast of Siempre Viva Road and east of Britannia Boulevard. The property is situated in the community of Otay Mesa, approximately 3.2 miles east of the San Ysidro Port Of Entry and 2.1 miles west of the Otay Mesa Port of Entry. The Tijuana (TIJ) Airport passenger terminal lies in Mexico, approximately 500 feet south of the project site. Legal Description: Lots 1 through 30 of Otay Business Park according to Map Thereof No. 15548, in the City of San Diego, County of San Diego. The site is not included on any Government Code Listing of hazardous waste sites.

**APPLICANT:** Otay – Tijuana Ventures, LLC

**RECOMMENDED FINDING:** Pursuant to Section 15060(d) of the CEQA Guidelines, it appears that the proposed project may result in significant environmental impacts in the following areas: **Land Use, Transportation/Circulation/Parking, Noise, Air Quality, Greenhouse Gas Emissions, Energy, Paleontological Resources, Public Utilities, Public Services and Facilities, Biological Resources, Visual Quality/Neighborhood Character, Cumulative Effects and Growth Inducement.**

**AVAILABILITY IN ALTERNATIVE FORMAT:** To request this Notice in alternative format, call the Development Services Department at (619) 446-5460 immediately to ensure availability. This information is also available in alternative formats for persons with disabilities. To request this Notice in alternative format, call (619) 446-5446 or (800) 735-2929 (TEXT TELEPHONE).

**ADDITIONAL INFORMATION:** For information on environmental review and/or information regarding this project, contact Anna McPherson at (619) 446-5276. Supporting documents may be reviewed, or purchased for the cost of reproduction, at the Fifth floor of the Development Services Department. For information regarding public meetings/hearings on this project, contact Development Project Manager, Sandra Teasley, at (619) 446-5271. This notice was published in the SAN DIEGO DAILY TRANSCRIPT, placed on the City of San Diego website <http://www.sandiego.gov/city-clerk/officialdocs/notices/index.shtml> and distributed on December 3, 2010.

Cecilia Gallardo, AICP  
Assistant Deputy Director  
Development Services Department

**DISTRIBUTION:** See Attached.

**ATTACHMENTS:**

1. Figure 1 – Regional Location Map
2. Figure 2 – Project Vicinity
3. Figure 3 – Project Site
4. Scoping Letter

## **DISTRIBUTION:**

### **Federal Government**

Federal Aviation Administration (1)  
Department of Transportation (2)  
U.S. Environmental Protection Agency (19)  
Border Patrol (22)  
U.S. Fish & Wildlife Service (23)  
U.S. Army Corps of Engineers (26)  
Department of Homeland Security – Andy Brinton  
General Services Administration – Ramon Riesgo

### **State of California**

Department of Transportation, District 11 (31)  
California Department of Fish & Game (32)  
California Integrated Waste Management Board (35)  
Department of Toxic Substance Control (39)  
California Regional Water Quality Control Board: Region 9 (44)  
State Clearinghouse (46A)  
Air Resources Board (49)  
Caltrans, Division of Aeronautics  
California Transportation Commission (51A)  
Office of Planning and Research (57)  
California Highway Patrol (58)  
California Energy Commission (59)

### **County of San Diego**

Air Pollution Control District (65)  
Department of Planning and Land Use/Environmental Planning Section (68)  
County Water Authority (73)  
County of San Diego Department of Environmental Health (75)  
Supervisor Greg Cox – County Board of Supervisors

### **City of San Diego**

Mayor's Office (91)  
Jay Goldstone – Chief Operating Officer (MS 11)  
Councilmember Lightner, District 1 (10A)  
Councilmember Falconer, District 2 (10A)  
Councilmember Gloria, District 3 (10A)  
Councilmember Young, District 4 (10A)  
Councilmember DeMaio, District 5 (10A)  
Councilmember Frye, District 6 (10A)  
Councilmember Emerald, District 7 (10A)  
Councilmember Hueso, District 8 (10A)  
City Attorney's Office (MS 56A)



Denise Garcia (11A)

Development Services Department

Kelly Broughton, Director

Cecilia Gallardo, Asst. Deputy Director

Sandra Teasley, Development Project Manager

Victoria Huffman, Transportation Review

Thomas Bui, Engineering Review

Greg Hopkins, Map Check

Dan Joyce, LDC

Terre Lien, Landscape Review

Patrick Thomas, Geology Review

Martha Blake, EAS Senior

Myra Herrmann, EAS Senior

City Planning and Community Investment Department

William Anderson, Director (MS 5A)

Theresa Millette, Long Range Planning (MS 4A)

Tait Galloway, Airport Review (MS 4A)

Jeanne Krosch, MSCP (MS 5A)

Tom Tomlinson (93B)

Public Utilities Department

Water Review (86A)

Wastewater Review (86B)

Nicole McGinnis (MS 906)

Ann Sasaki (MS 901)

Fire and Life Safety Services (79)

Environmental Services (80)

Library Department – Government Documents (81)

Central Library (81A)

San Ysidro Branch Library (81EE)

Otay Mesa – Nestor Branch Library (81W)

Engineering and Capital Projects (86)

General Services Department (92)

### **Other Interested Agencies, Organizations, and Individuals**

City of Chula Vista (94)

SANDAG (108)

San Diego County Regional Airport Authority (110)

San Diego Transit Corp (112)

Metro Transit Systems (115)

San Diego Gas and Electric (114)

Otay Water District – Steve Peasley

Otay Mesa Planning Committee (235)

Otay Mesa Nestor Community Planning Group (228)

San Ysidro Planning and Development Group (433)

Theresa Acero (230)

San Diego County Chamber of Commerce – Angelika Villagrana

Otay Mesa Chamber of Commerce (231A)

Sierra Club (165)

San Diego Audubon Society (167)  
Mr. Jim Peugh (167A)  
California Native Plant Society (170)  
Endangered Habitats League (182A)  
Marilyn Pongeggi, City of Chula Vista (234)  
United Border Community Town Council (434)  
Chula Vista Chamber of Commerce  
San Diego County Hispanic Chamber of Commerce  
San Ysidro Chamber of Commerce  
Tijuana Chamber of Commerce  
Cindy Grompper Graves - South County EDC  
Otay-Tijuana Ventures, LLC - Applicant  
Mark Rowson, Land Development Strategies (Agent for Applicant)  
Laurie Berman  
Julie Meier Wright, Regional Economic Development Corporation  
Andrew Poat, Regional Economic Development Corporation  
Susanne Bankhead  
Steve Williams – SENTRE Partnership  
Ted Anasis - SDCRAA

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I:\ArcGIS\OTJ-02 Otay Border Facility\Map\ENV\NOP\_Scoping\enter\Fig1\_Regional.mxd -JP

## Regional Location Map

OTAY-TIJUANA CROSS BORDER FACILITY AND ANCILLARY DEVELOPMENT

Figure 1

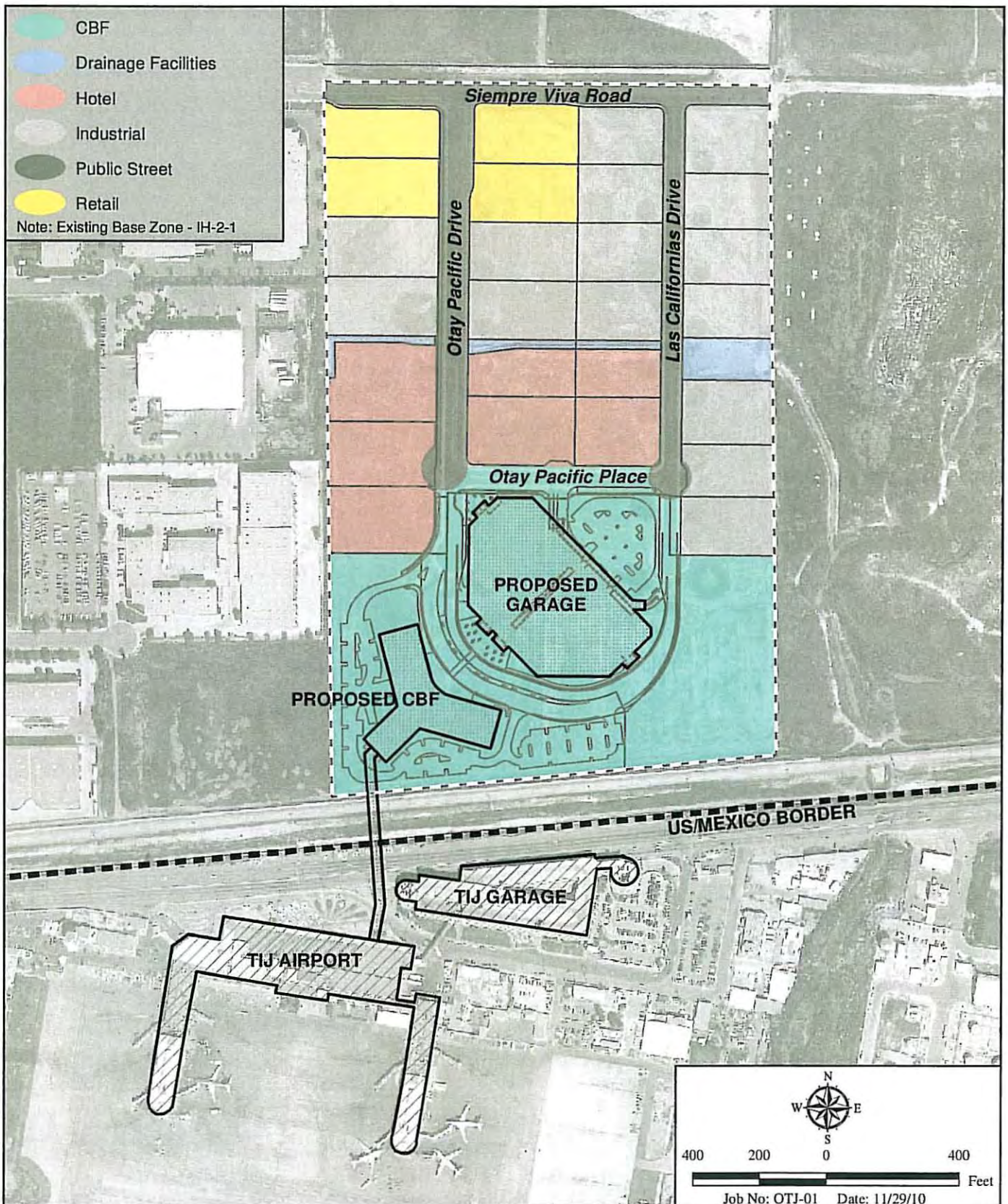












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## Project Site and Proposed Land Uses

OTAY-TIJUANA CROSS BORDER FACILITY AND ANCILLARY DEVELOPMENT

Figure 3







THE CITY OF SAN DIEGO

December 3, 2010

Mr. Greg Rose  
Otay-TJ Venture, LLC  
Two North Riverside Plaza, Suite 300  
Chicago, IL 60606

Dear Mr. Rose

**SUBJECT: SCOPE OF WORK FOR AN ENVIRONMENTAL IMPACT  
REPORT FOR THE OTAY-TIJUANA CROSS BORDER  
FACILITY DEVELOPMENT PROJECT, PROJECT NO.  
169653**

Pursuant to Section 15060 (d) of the California Environmental Quality Act (CEQA), the Environmental Analysis Section (EAS) of the City's Land Development Review (LDR) Division has determined that the proposed project may have significant effects on the environment, and the preparation of a draft Environmental Impact Report (EIR) is required.

The purpose of this letter is to identify the specific issues to be addressed in the EIR. The EIR should be prepared in accordance with the attached "City of San Diego Technical Report and Environmental Impact Report Guidelines" (Updated May 2005). A Notice of Preparation will be distributed to the Responsible Agencies and others who may have an interest in the project. Changes or additions to the scope of work may be required as a result of input received in response to the Scoping Meeting and Notice of Preparation. In addition, the project may be adjusted over time by the applicant and these changes would be disclosed in the EIR.

Each section/issue area of the EIR should provide a descriptive analysis of the project followed by a comprehensive evaluation of the issue area. The EIR should also include sufficient graphics and tables to provide a complete description of all major project features. Scoping meetings are required by CEQA Section 21083.9 (a) (2) for projects that may have statewide, regional or area-wide environmental impacts. The City's environmental review staff has determined that this project meets this threshold. A scoping meeting is scheduled.

**The Project that will be the subject of the EIR is briefly described as follows:**

**Project Location:** The project is proposed on a privately-owned, 63.8-acre graded, level site located immediately adjacent to the U.S.-Mexico International border in San Diego County, California. The property is under the local jurisdiction of the City of San Diego and situated in the community of Otay Mesa, approximately 3.2 miles east of the San Ysidro POE and 2.1 miles west of the Otay Mesa Port of Entry. The Tijuana (TIJ) Airport passenger terminal lies in Mexico, approximately 500 feet south of the project site. Regional access to the site is from Interstate 805 (I-805), Interstate 5 (I-5), State Route 125 (SR-125), and Otay Mesa Road/Interim State Route 905 (SR 905); local access to the site is from Britannia Boulevard, La Media Road and Siempre Viva Road, circulation element roadways in the Otay Mesa community. From Siempre Viva Road, two public roads extend onto the site: Otay Pacific Drive and Las Californias Drive.

**Project Description:** The project is a re-subdivision of an approximately 63.8-acre property (lots 1 through 30 of the Otay Pacific Business Park) through the filing of a Vesting Tentative Map (No. 609579) and request for a Planned Development Permit (PDP No. 609801) to allow the development of a 75,000 square foot (SF) Cross Border Facility; a 780,000 square foot parking structure, two 150-room hotels; up to 78,500 SF of visitor-serving commercial uses and up to 280,000 SF of industrial uses.

The property is currently zoned Otay Mesa Development District (OMDD), which permits uses within the Heavy Industrial (IH-2-1) base zone plus research and development and limited commercial development, and is designated as Industrial in the 1981 Otay Mesa Community Plan. A Community Plan Amendment is requested to permit the Cross Border Facility and other non-industrial uses on the site. The requested uses, identified in the community plan amendment, would be allowed with the approval of a PDP.

The project also proposes the vacation of the public right-of-way for Otay Pacific Place and portions of the previously dedicated public street right-of-ways for Otay Pacific Drive and Las Californias Drive to accommodate the proposed development.

Proposed Uses. Uses on the project site would include a 75,000 SF Cross Border Facility building and surface and structured parking on 23.1 acres. In addition, two hotel sites would be developed adjacent to the Cross Border Facility to accommodate a maximum of 300 rooms and associated conference and food service activities (10.1 acres); up to 78,500 SF of visitor-serving commercial uses (5.2 acres); approximately 17.1 acres of the property would accommodate up to 280,000 SF of industrial uses. Sediment/detention basins would be located on 0.8 acres. Public streets would occupy the balance of the site. Any proposed development beyond the maximums addressed in the EIR or exceptions not detailed in the EIR would have to undergo subsequent environmental review.

The Cross Border Facility would consist of the phased construction of an approximately 75,000 SF airline processing building comprised of two levels on the southwestern portion of the site. The Cross Border Facility would feature an elevated bridge extending from the second level of the structure, which would be used by airline passengers on both sides of the border to cross through the International Border to/from the airline terminal building at Tijuana Airport (TIJ) to access flights. The Cross Border Facility would be built in phases and be designed to ultimately serve up to approximately 17,225 average daily passengers (or 1,200 peak-hour airline passengers travelling north from Mexico to the U.S.). On the Mexico side of the border, the pedestrian bridge and its connections with the existing airline terminal at TIJ would be constructed using the same design features as on the U.S. side of the border.

Parking for the Cross Border Facility would primarily be located in parking lots and in a phased parking structure on 10.2 acres of the site. At build-out, parking spaces for up to 2,239 personal vehicles would be required on site, the bulk of which would be located in a four-level parking structure, totaling approximately 780,000-square feet. The parking structure would be used for short-term parking for those waiting for passengers arriving from TIJ and for long-term parking by airline travelers who would leave their vehicle on-site while out of the country. The parking structure would also incorporate car rental operations, including service counters and vehicle storage.

Access, Circulation Improvements and Street Vacations. Local access to the project site would be via Siempre Viva Road with direct connections to Otay Pacific Drive and Las Californias Drive. Proposed on-site circulation improvements would include shortening and relocating the two existing cul-de-sacs associated with Otay Pacific Drive and Las Californias Drive and eliminating Otay Pacific Place. The cul-de-sacs would be rebuilt approximately 230 feet north of their current locations. In addition, Otay Pacific Drive would be widened by approximately 20 feet on its western side, from the cul-de-sac northward to its signalized intersection with Siempre Viva Road.

The public right-of-way for a portion of Otay Pacific Drive and Las California Drive and all of Otay Pacific Place (specifically, 1.85 acres) would be vacated and new private streets would be constructed to link the two cul-de-sacs and circumnavigate the proposed Cross Border Facility and parking structure.

## **EIR FORMAT – THE KEY ELEMENTS**

Emphasis in the EIR must be on identifying feasible solutions to environmental problems. The objective is not to simply describe and document an impact, but to actively create and suggest mitigation measures or project alternatives to substantially reduce significant adverse environmental impacts. The adequacy of the EIR will depend greatly on the thoroughness of this effort.



The EIR must be written in an objective, clear, and concise manner, in plain language. Use graphics to replace extensive word descriptions and to assist in clarification. Conclusions must be supported with quantitative, as well as qualitative information, to the extent feasible.

## **EIR CONTENT**

Prior to public review, EAS will prepare Conclusions to be attached at the front of the Draft EIR (DEIR), but these cannot be prepared until an approved draft has been submitted to the City. The EIR shall include a title page including the LDR and PTS numbers and the date of publication. The entire EIR must be left justified and shall include a table of contents and an executive summary of the following sections:

### **1. INTRODUCTION**

Introduce the purpose of the project with a brief discussion of the intended use and purpose of the EIR. Discuss how the EIR may be used as the basis for subsequent approvals and/or subsequent environmental documents, as appropriate; and describe the parameters for such future use of the EIR.

### **2. ENVIRONMENTAL SETTING**

Describe the precise location of the project with an emphasis on the physical features of the site and the surrounding area and present it on a detailed topographic map and a regional map. Provide a local and regional description of the environmental setting of the project. Describe any upcoming changes to the area and any cumulative changes that may relate to the project site. Include the existing and planned land uses in the vicinity, on-and off-site resources, the community plan area land use designation(s), whether or not the project is located within the Multi-Habitat Planning Area (MHPA), existing zoning, all utility easements and any required maintenance access, and any overlay zones within this section. Provide a recent aerial photo of the site and surrounding uses, and clearly identify the project location.

### **3. PROJECT DESCRIPTION**

Per CEQA Guideline Section 15124, discuss the goals and objectives and major features of the project. Describe all the discretionary actions involved in the project. List and explain the requirements for permits or approvals from federal, state, and local agencies. Describe the proposed project's components, including the Cross Border Facility, future hotels, commercial/retail, industrial/business park uses, parking, circulation, landscaping, security measures, and utility improvements. Project phasing also should be discussed in this section.

#### 4. HISTORY OF PROJECT CHANGES

Chronicle the physical changes that have been made to the project in response to environmental concerns raised during the City's review of the project.

#### 5. ENVIRONMENTAL IMPACT ANALYSIS

This section shall analyze those environmental categories having a potential for adverse environmental impacts, either because of the project's effect on the existing conditions, or the effect of existing conditions on the project. The draft EIR must include a complete discussion of the existing conditions, thresholds, impact analysis, significance, and mitigation for all the environmental issue sections. The EIR must represent the independent analysis of the Lead Agency. The City's current CEQA Significance Determination Thresholds (2007) are to be used to establish significant effect unless otherwise directed by the City.

In general, the EIR should discuss all potential direct and indirect impacts associated with each environmental issue area listed below. These environmental issue areas are listed in order of anticipated magnitude of significance. Lastly, the EIR should summarize each required technical study or survey report within each respective issue section, and all requested technical reports must be included as the appendices to the EIR and summarized in the text of the document.

In each environmental issue section, mitigation measures to avoid or substantially lessen impacts must be clearly identified and discussed. The ultimate outcome after mitigation should also be discussed (i.e., significant but mitigated, significant and unmitigated). If other potentially significant issue areas arise during detailed environmental investigation of the project, consultation with the Development Services Department is required to determine if these areas need to be added to the EIR. As supplementary information is required, the EIR may also need to be expanded.

##### 5.1 Land Use

**Issue 1: Would the project be inconsistent/conflict with the environmental goals, objectives, or guidelines of the Otay Mesa Community Plan or City of San Diego General Plan?**

**Issue 2: Would the project be inconsistent/conflict with an adopted land use designation or intensity and indirect or secondary environmental impacts may occur?**

**Issue 3: Would the project result in incompatible uses as defined in an airport land use plan or inconsistency with an airport's Comprehensive Land Use Plan as adopted by the Airport Land Use Commission?**

**Issue 4: Would the project conflict with adopted environmental plans for the area?**

As indicated under Project Description, the proposed project includes the filing of a Community Plan Amendment, Vesting Tentative Map (No. 609579) and a Planned Development Permit (No. 609801). The Community Plan Amendment and Planned Development Permit would permit the Cross Border Facility and other non-industrial uses on the subject site provided there are federal approvals from the U.S. Department of the State (State Department).

The project also proposes the vacation of portions of the previously dedicated public street right-of-ways for Otay Pacific Place, Otay Pacific Drive and Las Californias Drive. The impacts of the land use changes must be disclosed in the EIR. The EIR shall also evaluate consistencies/ inconsistencies (including all deviations, variances, etc.) with local, state, and federal regulations (i.e., the City's General Plan, Otay Mesa Community Plan, and City of San Diego Land Development Code). If the project is found to be inconsistent with any adopted land use plans, the EIR would disclose and analyze any physical effects that may result from the inconsistency that could be considered significantly adverse.

The project site is located within close proximity to two airports: TIJ to the south and Brown Field to the north. The EIR shall evaluate the compatibility of proposed uses with these two airports and adopted plans associated with each airport.

The site is not located within or adjacent to any Multi-Habitat Planning area of the Multiple Species Conservation Program (MSCP), therefore no land use conflicts with the MSCP Subarea Plan are anticipated. This shall be disclosed and discussed in the Land Use section of the EIR.

## **5.2 Transportation/Circulation/Parking**

**Issue 1: Would the project conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?**

**Issue 2: Would the project conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?**

**Issue 3: Would the project result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?**

**Issue 4: Would the project substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?**

**Issue 5: Would the project result in inadequate emergency access?**

**Issue 6: Would the project conflict with adopted policies, plans or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?**

The proposed project will increase traffic volumes and has the potential to result in direct and/or cumulative impacts on the surrounding local circulation network (segments and intersections). The project would also result in trip diversions at existing border crossings. Therefore, a traffic study must be prepared for this project to the satisfaction of the City Engineer.

Describe in this section any required modifications and/or improvements to the existing circulation system, including City streets, intersections, freeways, and interchanges required as a result of the proposed project. Provide an analysis of any potential impacts of the construction of the required traffic improvements. Discuss any potential traffic impacts on the Otay Mesa community, as well as adjacent communities (if applicable). Also, discuss how the mix of uses would affect the overall traffic generated by the project. Address cumulative traffic impacts, including any future development in the Otay Mesa community. Note the assumption of traffic conditions at build-out. Describe the adequacy of proposed parking and the pedestrian connectivity of planned facilities within the project, both internally and externally. Describe how any proposed pedestrian and bicycle access would connect with off-site circulation elements. Address emergency access in light of the modifications to the existing street system that are proposed.

The EIR shall present mitigation measures that are required to reduce impacts. Discuss if those measures will mitigate impacts to below a level of significance. If the project results in traffic impacts, which cannot be mitigated to below a level of significance, the Alternatives section of the EIR should include a project alternative that will avoid or further reduce traffic impacts.

The EIR should provide an evaluation of the parking needs for the project and if the project would result in a shortage of parking spaces based on City requirements. If the project does not provide adequate parking based on City requirements, address the potential that the parking shortage would result in off-site parking that could affect the surrounding community. Significant impacts to parking require the inclusion of mitigation measures and/or project alternatives that would reduce significant impacts to below a level of significance.

### 5.3 Noise



**Issue 1: Would the project result or create a significant increase in the existing ambient noise levels?**

**Issue 2: Would the project result in the exposure of people to noise levels which exceed the City's adopted noise ordinance or are incompatible with the City's Land Use- Noise Compatibility guidelines?**

**Issue 3: Would the project cause exposure of people to current or future transportation noise levels which exceed standards established in the Transportation Element of the General Plan?**

**Issue 4: Would the project result in land uses which are not compatible with aircraft noise levels as defined by an adopted airport Comprehensive Land Use Plan (CLUP)?**

The project would result in increases of on-site and off-site traffic, resulting in a corresponding increase in traffic noise. Additionally, the project site may be subject to noise associated with aircraft operations at TIJ and Brown Field.

Prepare a noise study in accordance with the City's "Acoustical Report Guidelines." The report must assess the effects of existing and projected transportation noise levels on required exterior usable areas and interior areas. Where adverse impacts are identified, adequate mitigation measures (i.e., setbacks, use of double-paned glass, noise walls/berms and other noise attenuation techniques) must be provided. Include tables within the noise study, which show the existing, and future noise levels of dB(A) and any increased noise levels over dB(A) in 5 dB(A) increments along affected roads.

The EIR should discuss how the project would conform to the City of San Diego Municipal Code Noise and Abatement Control Ordinance §59.5.01 and the General Plan. Additionally, construction noise may impact surrounding uses and the EIR should include a discussion regarding this potential impact.

The EIR shall discuss whether the proposed land uses are compatible with aircraft noises from TIJ and the nearby Brown Field. The EIR shall include an analysis of the noise levels as defined by the adopted CLUP for Brown Field and for any adopted contours associated with TIJ.

#### **5.4 Air Quality**

**Issue 1: Would the project conflict with or obstruct implementation of the applicable air quality plan?**

**Issue 2: Would the project cause a violation of any air quality standard or contribute substantially to an existing or projected air quality violation?**

**Issue 3: Would the project expose sensitive receptors to substantial pollutant concentrations?**

**Issue 4: Would the project's construction activities exceed 100 pounds per day of Particulate Matter (dust)?**

The construction and operation phases of the project have potential to affect air quality. Construction can create short-term air quality impacts through equipment use, ground-disturbing activities, architectural coatings, and worker automotive trips. Air quality impacts resulting from the operation of the project would be primarily generated by increases in automotive trips. An air quality analysis must be prepared which discusses the project's impact on the ability to meet state, regional, and local air quality strategies/standards, as well as any health risks associated with construction. The proposed development would not generate odor impacts, thus this issue does not need to be addressed further.

Describe the project's climatological setting within the San Diego Air Basin and the basin's current attainment levels for State and Federal Ambient Air Quality Standards. Discuss short- and long-term and cumulative impacts on regional air quality, including construction and operational-related sources of air pollutants. Discuss the potential impacts from the increase in trips to the Regional Air Quality Standards, and the overall air quality impacts from such trips, and any proposed mitigation measures. Should the project result in a significant decrease in the levels of service of any roadway or intersection in the vicinity of a sensitive receptor, address the potential degradation of air quality, which may result, including the possibility of "hot spots" within the area. Also include a discussion of potential dust generation during construction within this section of the document, together with any proposed dust suppression measures that would avoid or lessen dust related impacts to sensitive receptors within the area.

**5.5 Greenhouse Gas Emissions (GHG)**

**Issue 1: Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?**

**Issue 2: Would the project conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing emissions of greenhouse gases?**

The EIR shall present an overview of greenhouse gases (GHG) including the most recent information regarding the current understanding of the mechanisms behind current conditions and trends, and the broad environmental issues related to global climate change. A discussion of current domestic legislation, plans, policies, and programs pertinent to global climate change shall also be included. Per General Plan direction, the EIR shall provide details of the project's sustainable features such as pedestrian access and orientation, sustainable design and building features, and others that meet criteria outlined in the Conservation Element of the General Plan.

The GHG emissions resulting from construction activities and on-going operation of the project shall be analyzed within the cumulative analysis. The analysis should include, but is not limited to, the five primary sources of GHG emissions: vehicular traffic, generation of electricity, natural gas consumption/combustion, solid waste generation, and water usage. The City has not yet adopted GHG Thresholds of Significance for CEQA. Therefore, the City of San Diego is utilizing the California Air Pollution Control Officers Association (CAPCOA) report "CEQA & Climate Change" dated January 2008 as an interim threshold to determine whether a GHG analysis would be required. The CAPCOA report references a 900 metric ton guideline as a conservative threshold for requiring further analysis and mitigation. Therefore, the proposed project will be analyzed to determine whether it exceeds the 900 metric ton screening threshold.

If the proposed project exceeds the 900 metric ton threshold, then a detailed GHG emissions analysis will be required to determine, what, if any, cumulative impacts would result through project implementation. A technical report shall be prepared and included as an appendix to the EIR. The EIR shall summarize the results of the report, including identification of the GHG emissions.

The California Air Resources Board (CARB) has developed a year 2020 "business-as-usual" forecast model which represents the GHG emissions that would be expected to occur without any GHG project reducing features or mitigation. To reduce potential impacts to below a level of significance, proposed projects must show at least a 28.3 percent reduction to the 2020 business-as-usual model.

## **5.6 Energy**

**Issue 1: Would the construction and operation of the project result in the use of excessive amounts of electrical power?**

**Issue 2: Would the project result in the use of excessive amounts of fuel or other forms of energy (including natural gas, oil, etc.)?**

CEQA requires that potentially significant energy implications of a project shall be considered in an EIR to the extent relevant and applicable to the project. Particular emphasis on avoiding or reducing inefficient, wasteful, and unnecessary consumption of energy should be included in this section. Address the estimated energy use for the project and assess whether the project would generate a demand for energy (electricity and/or natural gas) that would exceed the planned capacity of the energy suppliers. A description of any energy and/or water saving project features should also be included in this section (cross reference with Greenhouse Gas Emissions section of EIR, as appropriate). Describe any proposed measures included as part of the project or required as mitigation measures directed at conserving energy and reducing energy consumption. Ensure this section addresses all issues described within Appendix F of the CEQA guidelines.

## **5.7 Paleontological Resources**

### **Issue 1: Would the project result in the loss of significant paleontological resources?**

The project site includes a 4- to 5.5-foot cap of imported fill and is underlain by re-compacted topsoil fill, Pleistocene-age (between approximately 11,000 and 2 million years old) terrace deposits, and Tertiary-age Otay Formation. The project site is currently rough graded, although foundation and finish grading would be undertaken as part of the site development process. It is anticipated that the Cross Border Facility would require approximately 28,000 cubic yards (c.y.) of cut and 17,000 c.y. of fill; excess fill would be disposed at an approved location.

The EIR should include a paleontological resources discussion that identifies the underlying soils and formations and the likelihood of the project to uncover paleontological resources during grading activities. The EIR should identify the depth of cut (in feet) and amount of grading (in cubic yards) that would result from any grading activities. The City's thresholds for monitoring include grading depths of 10 feet or more and excavation of 1,000 or 2,000 cubic yards depending on the respective moderate or high sensitivity of the formational soils on-site. Monitoring may also be required depending on other site conditions such as previous grading on-site and depth of exposed formation(s). If the proposed development would impact fossil formations possessing moderate to high potential for significant resources, specific conditions (monitoring and curation) would be required to mitigate impacts to a level below significance.

## **5.8 Public Utilities**

### **Issue 1: Would the proposed project result in the need for new systems or require substantial alterations to existing utilities including those necessary for water, sewer, storm drains, and solid waste disposal? If so, what physical impacts would result from the construction of these facilities?**

The EIR shall include a discussion of potential impacts to public utilities as a result of the project. The Cross Border Facility site has full service connections for all necessary utilities. Electricity and gas are provided by Sempra Energy. Water is supplied by Otay Water District. Sewage and fire services are supplied by the City. Telephone services are supplied by SBC, and cable television services are provided by Cox Communications. Stormwater runoff from the site currently flows to three existing sedimentation/detention facilities located on site and then via public storm drains to an open channel running west to east near the mid-point of the property and then enters a storm drain detention facility to the east and is conveyed off site. Minimal storm drain modifications are proposed on site and the project would comply with the City's municipal stormwater permit and implement required best management practices. The EIR will also identify any conflicts with existing and



planned infrastructure, and evaluate any need for upgrading infrastructure and include an analysis of any impacts resulting from the construction of needed new facilities.

The EIR will include a discussion of the project's construction and operational effects on the City's ability to handle solid waste. According to Assembly Bill 939, the City of San Diego is required to divert at least 50 percent of its solid waste from landfill disposal through source reduction, recycling, and composting by 2000. The proposed project meets the City's threshold of development of 40,000 square feet or more and therefore a Waste Management Plan must be prepared by the applicant, approved by the City's Environmental Services Department, and summarized in the EIR. The Plan must address recycling and solid waste disposal, for demolition, construction, and post-construction occupancy phases of the project.

A Sewer and/or Water Study will be completed to determine if appropriate sewer/water facilities are available to serve the development. The analysis and conclusions of the studies shall be included in the EIR. Additionally a Water Supply Assessment (WSA) will be completed to determine if appropriate water supplies are available to serve the project. The analysis and conclusion of a WSA shall be included in the EIR.

#### **5.9 Public Services and Facilities**

**Issue 1: Would the proposed project result in the need for new or expanded public facilities, including fire and police protection? If so, what physical impacts would result from the construction of these facilities?**

Discuss any intensification of land use on the property and if it would increase demand on existing and planned public services and facilities. Identify fire and police facilities in relation to the project site. Disclose the Fire and Police Department's current response time to the area. Discuss if the site currently receives six-minute response time for fire crews and equipment, eight-minute emergency services response time, and whether the Police Department's goal of a seven-minute response time for priority calls are currently able to be met on-site. Discuss if or how the project would alter any existing or planned response times to the site or surrounding service area.

#### **5.10 Biological Resources**

**Issue 1: Would the project directly or indirectly impact 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 Game (CDFG) or U.S. Fish and Wildlife Service?**

The project site is not within or adjacent to the City's MSCP Multi-Habitat Planning Area (MHPA). The project site is graded and does not contain habitat of biological

value (Tier I, II or III habitats); however, it is undeveloped and is adjacent to undeveloped land that features non-native habitat that could be occupied by burrowing owl. Burrowing owl surveys (using appropriate protocols) must be conducted to determine if the species is present and the location of active burrows. If burrowing owls are detected, the project biologist must prepare a mitigation program for review and approval by the Wildlife Agencies.

### **5.11 Visual Quality/Neighborhood Character**

**Issue 1: Would the project create a negative aesthetic site or project?**

**Issue 2: Would the project include bulk, scale, materials, or style which would be incompatible with surrounding development?**

**Issue 3: Would the project cause substantial alteration to the existing or planned character of the area?**

The site is a graded industrial subdivision. There are no vistas or scenic views identified in the Otay Mesa Community Plan. Provide an evaluation of the Visual Quality/Neighborhood Character (Aesthetics) changes due to the proposed project. Describe the proposed structures in terms of building mass, bulk, height, and architecture in the context of the surrounding development and existing and planned character of the area. Describe or state how the project will comply with the City's development regulations for the zone. Describe how the character of the surrounding area would be affected with development of the project.

## **6. CUMULATIVE EFFECTS**

When this project is considered with other past, present, and reasonable foreseeable future projects in the project area, implementation could result in significant environmental changes, which are individually limited but cumulatively considerable. Therefore, in accordance with Section 15130 of the CEQA Guidelines, potential cumulative impacts must be discussed in a separate section of the EIR.

## **7. MITIGATION MEASURES**

Mitigation measures should be clearly identified and discussed. A Mitigation, Monitoring and Reporting Program (MMRP) for each issue area with significant impacts is mandatory and projected effectiveness must be assessed (i.e., all or some CEQA impacts would be reduced to below a level of significance, etc.). At a minimum, the MMRP should identify: 1) the department responsible for the monitoring; 2) the monitoring and reporting schedule; and 3) the completion requirements. In addition to separate issue area mitigation discussions, a consolidated, stand alone, verbatim, all issue area MMRP should also be included in

the EIR in a separate section and a duplicate separate copy must also be provided to EAS.

#### 8. EFFECTS NOT FOUND TO BE SIGNIFICANT

Provide a discussion of the environmental issue areas that were determined not to be significant and describe the reasons for this determination. For the San Diego-Tijuana Airport Cross Border Facility Development project, these include agricultural resources, geologic conditions, growth inducement, health and safety, historical resources, hydrology, mineral resources and water quality. If issues related to these areas or other potentially significant issues areas arise during the detailed environmental investigation of the project, consultation with EAS is recommended to determine if subsequent issues area discussion needs to be added to the EIR. Additionally, as supplementary information is submitted (such as with the technical reports), the EIR may need to be expanded to include these or other additional use areas.

#### 9. NEW INFORMATION/PROJECT AMENDMENTS

If the project description changes, and/or supplementary information becomes available, the EIR may need to be expanded to include additional issue areas. This must be determined in consultation with EAS staff.

#### 10. MANDATORY DISCUSSION AREAS

In accordance with CEQA Section 15126, the EIR must include a discussion of the following issue areas:

- A. Any significant environmental effects that cannot be avoided if the proposed project is implemented. Include impact threshold criteria used. Provide mitigation measures where appropriate; including triggers, details, responsible entities, and a monitoring and report schedule. Include a sentence on the significance of each impact area discussed, with effect of the proposed mitigation if appropriate. Do not include analysis in this sentence.
- B. Any significant irreversible environmental changes that would result from the implementation of the proposed project.
- C. Growth-inducing impacts of the proposed project. The Growth Inducement analysis should conclude: 1) how the project is directly and indirectly growth inducing (i.e., fostering economic or population growth by land use changes, construction of additional housing, etc.), and 2) if the subsequent consequences (i.e., impacts to existing infrastructure, requirement of new facilities, roadways, etc.) of the growth inducing project would create a significant and/or unavoidable impact, and provide for mitigation or avoidance. Address the potential for growth inducement through implementation of the proposed project; accelerated

growth could further strain existing community facilities or encourage activities that could significantly affect the environment. This section need not conclude that growth-inducing impacts, if any, are significant unless the project would induce substantial growth or concentration of population that would lead to significant environmental impacts.

## 11. ALTERNATIVES

The EIR must place major attention on reasonable alternatives that avoid or mitigate the project's significant impacts. These alternatives should be identified and discussed in detail and should address all significant impacts. The alternatives analysis should be conducted in sufficient detail to clearly assess the relative level of impacts and feasibility. See Section 155364 of the CEQA Guidelines for the CEQA definition of "feasible."

Preceding the detailed alternatives analysis, provide a section entitled "Alternatives Considered but Rejected." This section should include a discussion of preliminary alternatives that were considered but not analyzed in detail. The reasons for rejection must be explained in detail and demonstrate to the public the analytical route followed in rejected certain alternatives.

The proposed project and project alternatives should consider the ability of each alternative to meet the project objectives while reducing significant environmental impacts. The following alternatives at a minimum must be considered:

### A. No Project/Development Under Existing Plans

This alternative should describe an alternative that would develop the site in accordance with existing zoning and/or existing land use plans. Describe any future development of the site that could occur. Discuss the environmental effects that could increase or decrease as a result of this alternative, such as land use, traffic, air quality, GHG, and noise.

### B. No Project/No Development

This alternative would include no changes to the existing site conditions. The site would remain undeveloped and vacant. Describe any environmental effect changes that would occur if the site remained in its current state.

### C. Reduced Development Alternative

If the traffic study will show a substantial increase in traffic volumes in the community as a result of build-out of the proposed project, a *Reduced Development Alternative* that reduces the overall traffic impacts should be presented with the Draft



EIR. Work with the City's EAS and Transportation Development staff to determine the development intensity that should be considered in this alternative.

If through the environmental analysis process, other alternatives become apparent which would mitigate potentially significant impacts, these alternatives must be discussed with EAS staff prior to including them in the EIR. It is important to emphasize that the alternatives section of the EIR should constitute a major part of the report. The timely processing of the environmental review will likely be dependent on the thoroughness of effort exhibited in the alternatives analysis.

## 12. REFERENCES

Material must be reasonably accessible. Use the most up-to-date possible and reference source document.

## 13. INDIVIDUALS AND AGENCIES CONSULTED

List those consulted in preparation of Draft EIR. Seek out parties who would normally be expected to be a responsible agency or an interest in the project.

## 14. CERTIFICATION PAGE

Include City and Consulting staff members, titles and affiliations.

## 15. APPENDICES

Include the Scoping Meeting, NOP, and responses to the Scoping Meeting and Notice (Scoping Meeting verbal transcript). Include all accepted technical studies.

Prior to starting work on the EIR, it is recommended that we meet with your staff to discuss this proposed scope of work and the environmental review process. Please contact Anna McPherson, Environmental Planner, at (619) 446-5276, if you have any questions regarding the CEQA analysis; or Sandra Teasley, Project Manager at (619) 446-5271, for general questions regarding the proposed project.

Sincerely,



Cecilia Gallardo, AICP  
Assistant Deputy Director  
Development Services Department





**DEVELOPMENT SERVICES DEPARTMENT  
ENVIRONMENTAL IMPACT REPORT SCOPING MEETING**

**I.O. No. 23431907**

**December 20, 2010**

**San Diego, California**

**REPORTED BY: KEREN M. GUEVARA, CSR No. 12478**



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1 MONDAY, DECEMBER 20, 2010, 5:06 P.M., SAN DIEGO

2  
3 MS. MCPHERSON: Sorry to be so formal, since  
4 we're a few, but we have this little script that we have  
5 to go by.

6 Good evening. And thank you for attending and  
7 welcome to the EIR Scoping Meeting for the Environmental  
8 Impact Report for the Cross Border Facility Community  
9 Plan Project.

10 I am Anna McPherson. I'm a Senior  
11 Environmental Analyst for the City of San Diego's  
12 Environmental Analysis Section of the Development  
13 Services Department.

14 This meeting is referred to as an  
15 Environmental Impact Report Scoping Meeting, and the  
16 propose is to give the public and interested parties an  
17 opportunity to submit comments regarding the potential  
18 environmental impact of the proposed project. The  
19 information that is gathered tonight will be used to  
20 assist in developing the scope and the content of the  
21 EIR.

22 Therefore, I would also ask that you fill out  
23 the comment forms that have been provided, and please  
24 include your name and address. So I think we're -- we  
25 have comment forms over here.

Peterson Reporting, Video & Litigation Services

1           What I'd like to interject at this point is  
2           that you don't have to fill out a comment form. Your  
3           comments could be submitted verbally this evening.  
4           You're also extremely welcome to send them to me through  
5           e-mail. And my e-mail address is  
6           amcpherson@sandiego.gov. And that's fine. That's fine.  
7           And you have until January 3rd to submit those comments.

8           As previously mentioned, this meeting has been  
9           scheduled to gather public input. I'll just note,  
10          again, that the public comment period will end  
11          January 3rd.

12          I'm required by the City's Municipal Code,  
13          City of San Diego's Municipal Code, to provide the  
14          public and the decision makers with an independently  
15          prepared impact document, which discloses and analyzes  
16          the impacts to the physical environment caused by the  
17          proposed project.

18          This information is used by the City's  
19          decision makers as a part of the deliberating process in  
20          approving or denying a project. The environmental  
21          document itself does not recommend approval nor denial  
22          of the project.

23          This evening, first, we're going to have a  
24          brief description of the project by the project's  
25          applicant. We will then open the meeting for public



1 comment.

2 The entire meeting will last no longer than  
3 two hours and will end at 7:00 p.m. But, as noted in  
4 the notice of preparation, the meeting may end earlier  
5 if it appears that everyone in attendance has had an  
6 opportunity to comment prior to 7:00 p.m.

7 Please refrain from trying to conduct a debate  
8 on the merits of the project at this meeting. This is  
9 not the purpose of the meeting.

10 And I think I will turn it over to  
11 Mark Rowson, who is the project's applicant. He will  
12 provide a brief project description. And then, I  
13 believe, he's going to turn it over to Kim Baranek,  
14 who's going to discuss the Environmental Impact Report  
15 and the issues that have been identified thus far.

16 MR. ROWSON: Thanks, Anna.

17 Mark Rowson, representing the Otay-Tijuana  
18 Joint Venture Partnership, the owners of the  
19 cross-border facility project.

20 Just again, as a matter of formality, just to  
21 walk through the basics of the project, the project is  
22 located just south of Siempre Viva Road between  
23 Britannia and La Media on, roughly, a 64-acre site south  
24 of Siempre Viva and just north of the international  
25 border separating the countries of Mexico and the

1 United States. The property is directly across from the  
2 Tijuana airport air terminal at Rodriguez Field.

3 And the intention of -- well, one of the main  
4 elements of the project is, in fact, to build a  
5 cross-border facility that would propose a bridge to  
6 convey air travelers using the Tijuana airport across  
7 the border from the United States heading southbound and  
8 for those travelers arriving at the Tijuana airport to  
9 allow them a northbound access across the border into  
10 the United States through the cross-border facility  
11 project.

12 The cross-border facility itself would occupy  
13 about the southern third of the project. The balance of  
14 the project would be devoted to visitor serving  
15 commercial uses at the northwest corner. I proposed a  
16 couple of proposed hotel sites in the central portion of  
17 the site, and then the balance of the property would be  
18 developed or proposed to be developed in the industrial  
19 use category, as currently allowed by the prior  
20 approval.

21 I should mention, the project is already an  
22 existing subdivided project that has pads already  
23 graded, ready for building construction. All of the  
24 public infrastructure for roadways, sewer, water, storm  
25 drain, and gas, electric, cable, TV services are already

1 built onto the project and to serve the, roughly, 31  
2 lots that exist today for that purpose.

3 To get a little bit more descriptive about the  
4 cross-border facility itself, this picture is an  
5 architect's rendering of the schematics of the building  
6 itself. As you come down Otay Pacific Drive from  
7 Siempre Viva and cross along the frontage of it, of the  
8 building itself, you -- the view that is shown in this  
9 particular graphic shows the frontage of that building.  
10 And, as you can see, it would give a person utilizing  
11 the facility the impression or the idea that they are,  
12 in fact, entering an airport facility, even though this  
13 particular facility will simply have a bridge exiting  
14 the back side of it or entering it, as the northbound  
15 travel would perceive it. But it really does become a  
16 gateway, if you will, to access to the Tijuana airport.

17 This exhibit gives you a little bit of an idea  
18 just some of the quality and materials, building  
19 materials of what you might experience entering the  
20 facility.

21 And then this exhibit gives one the general  
22 sense of what one might experience as they walk across  
23 the bridge. This bridge will be divided into both --  
24 this is the actual southbound movement, but on the other  
25 side of this solid wall would be the northbound

1 movement.

2 In our discussions with Customs and Border  
3 Protection, they have expressed a desire to have the  
4 north and southbound movement separated from each other,  
5 so that, obviously, there can't be cross traffic, if you  
6 will, both northbound and southbound.

7 Kim, I can turn it over to you, but basically,  
8 from a very simplistic standpoint, in our coordination  
9 with the City and with Anna, the elements of the EIR  
10 that we have identified as being proposed to be covered  
11 include topics such as land use, traffic and  
12 circulation, noise, air quality, greenhouse gas, energy,  
13 paleontology or paleontological impacts, public  
14 utilities, public services, and biology and visual  
15 quality.

16 And with that, Kim, I don't know if you have  
17 any other comments on the EIR itself and its  
18 preparation, but that's the basic presentation of the  
19 project itself.

20 MS. BARANEK: Okay. Well, the only other  
21 thing that I would add is that, being that this is an  
22 EIR, we'll be looking at -- well, we'll be looking at  
23 cumulative impacts, but we'll also be looking at  
24 alternatives for any of the significant impacts that are  
25 identified as part of the project proposal. So that is

1 also a component of the Environment Impact Report that's  
2 separate or different from other kinds of CEQA  
3 documents.

4 So, anyway, yeah. I think Mark covered the  
5 topics we'll be looking at. Public utilities is topics  
6 of water, sewer, storm drain, solid waste. Public  
7 services are going to be fire and police. Those are the  
8 two topics that are we'll be covering under those issue  
9 areas.

10 But, otherwise, that's -- I think Mark has  
11 covered the topics we're anticipating having to address.  
12 And a lot of the details, I would say, of the specific  
13 issues we'll be addressing is in the scoping letter that  
14 was attached to the meeting notice tonight. So if you  
15 want to know more specifically what we'll addressing,  
16 that information is kind of more enumerated in that  
17 letter.

18 MS. MCPHERSON: And that scoping letter is  
19 also on the City's Web site.

20 MS. BARANEK: So I guess that's it.

21 MR. ROWSON: Back to you, Anna.

22 MS. MCPHERSON: Okay. I'm going to open it up  
23 now. If anyone has any questions or if you have  
24 comments, we just ask that you state your name, that you  
25 state your address, for the record, and fire away.

1 MR. ROWSON: That's the kind of meeting we  
2 like.

3 PUBLIC MEMBER: Ron Saenz, S-A-E-N-Z,  
4 401 B Street, San Diego, California.

5 We plan on submitting written comments, so --  
6 and focused on transportation, land use --

7 THE REPORTER: I'm sorry?

8 PUBLIC MEMBER: We plan to submit comments,  
9 SANDAG, and focus on transportation issues, and  
10 transitory travel issues.

11 I was curious and have a question for you:  
12 Are you going to look at any of the tribal sacred land  
13 issues at all? Because I know that comes up a lot in  
14 some of our documents.

15 MS. BARANEK: Well, we have. Because the site  
16 is graded and there's been some, you know, prior review  
17 of that issue, we will be addressing that under the  
18 context of the effects found not to be significant. So  
19 it's an issue that we have gone through and gotten some  
20 feedback on, but it's not anticipated to be an issue.

21 MS. MCPHERSON: Yeah. Archeology was not  
22 identified as an issue because the site has been graded  
23 for the prior project, and it did receive review at that  
24 time.

25 MS. BARANEK: Yeah.

1 THE WITNESS: And how is the coordination  
2 going with the folks across the border? Is that still  
3 ongoing?

4 I know that they had some -- I've been reading  
5 in the paper that they've had some issue with, I guess,  
6 the contract of gap folks have with the Tijuana airport.  
7 Is that interfering with any of the plans here at all?  
8 Are you aware of that?

9 MR. ROWSON: It's not anything that would be  
10 addressed as part of the EIR, but there is ongoing  
11 dialog between the parties in Mexico and the partners in  
12 Mexico that are pursuing the process with the Mexican  
13 Federal Government. There's ongoing dialog between them  
14 and ourselves on the north side of the border as to how  
15 those issues are being addressed, but that's not part of  
16 the EIR.

17 MS. MCPHERSON: No.

18 PUBLIC MEMBER: Thank you.

19 MS. MCPHERSON: Anything else?

20 PUBLIC MEMBER: Yes. Andy Dzulynsky, spelled  
21 D-Z-U-L-Y-N-S-K-Y, 6363 Greenwich, San Diego.

22 As far as the project itself, is there an  
23 estimated timeline or schedule?

24 MS. MCPHERSON: I'll turn it over to the  
25 project applicant.

1           We have an expedited schedule with respect to  
2 preparation of the environmental document. We'll be, of  
3 course, adhering to all of the State mandated review  
4 period, but it is our goal to get the document to  
5 hearing in the summer of 2011.

6           With respect to the rest of the project, I'd  
7 have to turn that over to the project applicant with  
8 construction and anticipated opening day.

9           MR. ROWSON: And our objective, our schedule  
10 hopes that we be under construction in late 2011, and  
11 opening by the, roughly, November 2012 time frame.

12           MS. MCPHERSON: Any other questions?

13           I know that it was an outstanding scoping  
14 letter. And, again, I can't emphasize enough that your  
15 comments can be forwarded to me at any point in time.  
16 And I can also give you my telephone number, which is  
17 area code (619)446-5276.

18           Well, we can close this Public Environmental  
19 Scoping Meeting for the Cross-Border Facility Project.

20           I have approximately 5:20 p.m.

21           And your input will be considered by City  
22 staff for use in the scope of the EIR and included as  
23 part of the official record for the document.

24           Speakers and commenters will also be placed on  
25 the notification list for further environmental review



1 actions related to this project. So that's why it's  
2 important for you to give us your contact information.

3 The important thing, also, is that this is the  
4 start of the environment review process. There will be  
5 other opportunities to provide comments on the  
6 environmental document during the formal public comment  
7 period when the public review draft goes out. We, of  
8 course, have to respond to those comments.

9 We prepare that document for the public  
10 hearing process, and then, of course, comment can be  
11 covered through the public hearing process, which is --  
12 this is a Process Level 5. It has to go to the City  
13 Council of the City of San Diego. So we have to go to  
14 Planning Commission for a recommendation to the City  
15 Council, and then City Council for the adoption hearing.

16 And that's it. And thank you very much for  
17 coming this evening. I know it might have been a bit of  
18 a challenge to get here and happy holidays.

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(Whereupon the hearing was adjourned at

22

5:21 p.m.)

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REPORTER'S CERTIFICATE

COUNTY OF SAN DIEGO, )  
STATE OF CALIFORNIA, )

I, Keren M. Guevara, Certified Shorthand Reporter licensed in the State of California, License No. 12478, hereby certify that the foregoing hearing was reported by me and was thereafter transcribed with Computer-Aided Transcription; that the foregoing is a full, complete, and true record of said proceeding.

I further certify that I am not of counsel or attorney for either or any of the parties in the foregoing proceeding and caption named or in any way interested in the outcome of the cause in said caption.

In witness whereof, I have hereunto set my hand this day:

  
KEREN M. GUEVARA, CSR

<p style="text-align: center;"><b>A</b></p> <p>access 6:9 7:16 actions 13:1 actual 7:24 add 8:21 address 3:24 4:5 9:11,25 addressed 11:10,15 addressing 9:13,15 10:17 adhering 12:3 adjourned 13:21 adoption 13:15 air 6:2,6 8:12 airport 6:2,6,8 7:12 7:16 11:6 allow 6:9 allowed 6:19 alternatives 8:24 ampherson@san... 4:6 Analysis 3:12 Analyst 3:11 analyzes 4:15 Andy 11:20 Anna 2:17 3:10 5:16 8:9 9:21 anticipated 10:20 12:8 anticipating 9:11 anyway 9:4 <b>APPEARANCES</b> 2:12 appears 5:5 applicant 4:25 5:11 11:25 12:7 approval 4:21 6:20 approving 4:20 approximately 12:20 Archeology 10:21 architect's 7:5 area 12:17 areas 9:9 arriving 6:8 assist 3:20 attached 9:14 attendance 5:5 attending 3:6 attorney 14:14 Avenue 2:14,17 aware 11:8 A-260 2:14</p>	<p>Baranek 2:22 5:13 8:20 9:20 10:15 10:25 basic 8:18 basically 8:7 basics 5:21 believe 5:13 biology 8:14 bit 7:3,17 13:17 border 3:8 5:25 6:7 6:9 8:2 11:2,14 Boulevard 2:23 bridge 6:5 7:13,23 7:23 brief 4:24 5:12 Britannia 5:23 build 6:4 building 6:23 7:5,8 7:9,18 built 7:1</p>	<p>commercial 6:15 Commission 13:14 Community 3:8 COMPANY 2:13 complete 14:11 component 9:1 Computer-Aided 14:10 conduct 5:7 considered 12:21 construction 6:23 12:8,10 contact 13:2 content 3:20 context 10:18 contract 11:6 convey 6:6 coordination 8:8 11:1 corner 6:15 Council 13:13,15,15 counsel 14:13 countries 5:25 COUNTY 14:3 couple 6:16 course 12:3 13:8,10 covered 8:10 9:4,11 13:11 covering 9:8 cross 3:8 7:7 8:5 cross-border 5:19 6:5,10,12 7:4 12:19 CSR 1:24 14:22 cumulative 8:23 curious 10:11 currently 6:19 Customs 8:2</p>	<p>2:1,16,19 3:12 devoted 6:14 dialog 11:11,13 Diego 1:13 2:5,9,14 2:14,16,18 3:1 10:4 11:21 13:13 14:3 Diego's 3:11 4:13 different 9:2 directly 6:1 discloses 4:15 discuss 5:14 discussions 8:2 divided 7:23 document 4:15,21 12:2,4,23 13:6,9 documents 9:3 10:14 draft 13:7 drain 6:25 9:6 Drive 2:9 7:6 Dzulynsky 11:20 D-Z-U-L-Y-N-S-... 11:21</p>	<p style="text-align: center;"><b>F</b></p> <p>facility 3:8 5:19 6:5 6:10,12 7:4,11,12 7:13,20 12:19 fact 6:4 7:12 far 5:15 11:22 Federal 11:13 feedback 10:20 Field 6:2 fill 3:22 4:2 fine 4:6,6 fire 9:7,25 first 2:17 4:23 focus 10:9 focused 10:6 folks 11:2,6 foregoing 14:8,11 14:15 form 4:2 formal 3:3 13:6 formality 5:20 forms 3:23,25 forwarded 12:15 found 10:18 frame 12:11 frontage 7:7,9 full 14:11 further 12:25 14:13</p>
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**NATIVE AMERICAN HERITAGE COMMISSION**

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December 9, 2010

Ms. Anna L. McPherson, Environmental Planner

**City of San Diego Department of Development Services**

1222 First Avenue, MS 501  
San Diego, CA 92101-4155

Re: SCH#2010121014 CEQA Notice of Preparation (NOP); draft Environmental Impact Report (DEIR) for the Tijuana Airport Crossborder Facility; City Project No. 169653; located on 63.3-acres in the Otay Pacific Business Park; San Diego County, California

Dear Ms. McPherson:

The Native American Heritage Commission (NAHC) is the state 'trustee agency' pursuant to Public Resources Code §21070 for the protection and preservation of California's Native American Cultural Resources. (Also see *Environmental Protection Information Center v. Johnson* (1985) 170 Cal App. 3<sup>rd</sup> 604). The California Environmental Quality Act (CEQA - CA Public Resources Code §21000-21177, amendment effective 3/18/2010) requires that any project that causes a substantial adverse change in the significance of an historical resource, that includes archaeological resources, is a 'significant effect' requiring the preparation of an Environmental Impact Report (EIR) per the California Code of Regulations §15064.5(b)(c)(f) CEQA guidelines). Section 15382 of the CEQA Guidelines defines a significant impact on the environment as "a substantial, or potentially substantial, adverse change in any of physical conditions within an area affected by the proposed project, including ... objects of historic or aesthetic significance. The lead agency is required to assess whether the project will have an adverse impact on these resources within the 'area of potential effect (APE), and if so, to mitigate that effect. State law also addresses Native American Religious Expression in Public Resources Code §5097.9.

The Native American Heritage Commission did perform a Sacred Lands File (SLF) search in the NAHC SLF Inventory, established by the Legislature pursuant to Public Resources Code §5097.94(a) and Native American Cultural Resources were NOT identified within one-half mile of several of the Area of Potential Effect (APE). However, there are Native American cultural resources in close proximity to the APE. Also, it is important to understand that the absence of archaeological, Native American cultural resources in an area does not indicate that they are not present, or will be present once ground-breaking activity begins. The NAHC recommends early consultation with Native American tribes in your area as the best way to avoid unanticipated discoveries once a project is underway and to learn of any sensitive cultural areas. Enclosed are the names of the culturally affiliated tribes and interested Native American individuals that the NAHC recommends as 'consulting parties,' for this purpose, that may have knowledge of the religious and cultural significance of the historic properties in the project area (e.g. APE). A Native American Tribe or Tribal Elder may be the only source of information about a cultural resource.. Also, the NAHC recommends that a Native American Monitor or Native American culturally knowledgeable person be employed whenever a professional archaeologist is employed during the 'Initial Study' and in other phases of the environmental planning processes.

Furthermore the NAHC recommends that you contact the California Historic Resources Information System (CHRIS) of the Office of Historic Preservation (OHP), for information on recorded archaeological data. This information is available at the OHP Office in Sacramento (916) 445-7000.

Consultation with tribes and interested Native American tribes and interested Native American individuals, as consulting parties, on the attached NAHC list, should be conducted in compliance with the requirements of federal NEPA (42 U.S.C. 4321-43351) and Section 106 and 4(f) of federal NHPA (16 U.S.C. 470 [f] *et seq.*), 36 CFR Part 800.3, .4 & .5, the President's Council on Environmental Quality (CSQ; 42 U.S.C. 4371 *et seq.*) and NAGPRA (25 U.S.C. 3001-3013), as appropriate. The 1992 *Secretary of the Interior's Standards for the Treatment of Historic Properties* were revised so that they could be applied to all historic resource types included in the National Register of Historic Places and including *cultural landscapes*. Consultation with Native American communities is also a matter of environmental justice as defined by California Government Code §65040.12(e).

Lead agencies should consider avoidance, as defined in Section 15370 of the California Environmental Quality Act (CEQA) when significant cultural resources could be affected by a project. Also, Public Resources Code Section 5097.98 and Health & Safety Code Section 7050.5 provide for provisions for accidentally discovered archeological resources during construction and mandate the processes to be followed in the event of an accidental discovery of any human remains in a project location other than a 'dedicated cemetery'. Discussion of these should be included in your environmental documents, as appropriate.

The authority for the SLF record search of the NAHC Sacred Lands Inventory, established by the California Legislature, is California Public Resources Code §5097.94(a) and is exempt from the CA Public Records Act (c.f. California Government Code §6254.10). The results of the SLF search are confidential. However, Native Americans on the attached contact list are not prohibited from and may wish to reveal the nature of identified cultural resources/historic properties. Confidentiality of 'historic properties of religious and cultural significance' may also be protected under Section 304 of the NHPA or at the Secretary of the Interior's discretion if not eligible for listing on the National Register of Historic Places. The Secretary may also be advised by the federal Indian Religious Freedom Act (cf. 42 U.S.C. 1996) in issuing a decision on whether or not to disclose items of religious and/or cultural significance identified in or near the APE and possibly threatened by proposed project activity.

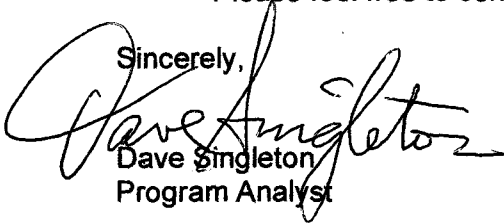
CEQA Guidelines, Section 15064.5(d) requires the lead agency to work with the Native Americans identified by this Commission if the initial Study identifies the presence or likely presence of Native American human remains within the APE. CEQA Guidelines provide for agreements with Native American, identified by the NAHC, to assure the appropriate and dignified treatment of Native American human remains and any associated grave liens. Although tribal consultation under the California Environmental Quality Act (CEQA; CA Public Resources Code Section 21000 – 21177) is 'advisory' rather than mandated, the NAHC does request 'lead agencies' to work with tribes and interested Native American individuals as 'consulting parties,' on the list provided by the NAHC in order that cultural resources will be protected. However, the 2006 SB 1059 the state enabling legislation to the Federal Energy Policy Act of 2005, does mandate tribal consultation for the 'electric transmission corridors. This is codified in the California Public Resources Code, Chapter 4.3, and §25330 to Division 15,

requires consultation with California Native American tribes, and identifies both federally recognized and non-federally recognized on a list maintained by the NAHC

Health and Safety Code §7050.5, Public Resources Code §5097.98 and Sec. §15064.5 (d) of the California Code of Regulations (CEQA Guidelines) mandate procedures to be followed, including that construction or excavation be stopped in the event of an accidental discovery of any human remains in a location other than a dedicated cemetery until the county coroner or medical examiner can determine whether the remains are those of a Native American. . Note that §7052 of the Health & Safety Code states that disturbance of Native American cemeteries is a felony.

Please feel free to contact me at (916) 653-6251 if you have any questions.

Sincerely,

A handwritten signature in cursive script that reads "Dave Singleton". The signature is written in black ink and is positioned to the left of the typed name and title.

Dave Singleton  
Program Analyst

Attachment: List of Culturally Affiliated Native American Contacts

Cc: State Clearinghouse



Native American Contacts  
San Diego County  
December 9, 2010

Barona Group of the Capitan Grande  
Edwin Romero, Chairperson  
1095 Barona Road Diegueno  
Lakeside , CA 92040  
sue@barona-nsn.gov  
(619) 443-6612  
619-443-0681

Sycuan Band of the Kumeyaay Nation  
Danny Tucker, Chairperson  
5459 Sycuan Road Diegueno/Kumeyaay  
El Cajon , CA 92021  
ssilva@sycuan-nsn.gov  
619 445-2613  
619 445-1927 Fax

La Posta Band of Mission Indians  
Gwendolyn Parada, Chairperson  
PO Box 1120 Diegueno/Kumeyaay  
Boulevard , CA 91905  
gparada@lapostacasino.  
(619) 478-2113  
619-478-2125

Viejas Band of Kumeyaay Indians  
Bobby L. Barrett, Chairperson  
PO Box 908 Diegueno/Kumeyaay  
Alpine , CA 91903  
jrothau@viejas-nsn.gov  
(619) 445-3810  
(619) 445-5337 Fax

San Pasqual Band of Mission Indians  
Allen E. Lawson, Chairperson  
PO Box 365 Diegueno  
Valley Center CA 92082  
allenl@sanpasqualband.com  
(760) 749-3200  
(760) 749-3876 Fax

Kumeyaay Cultural Historic Committee  
Ron Christman  
56 Viejas Grade Road Diegueno/Kumeyaay  
Alpine , CA 92001  
(619) 445-0385

lipay Nation of Santa Ysabel  
Virgil Perez, Spokesman  
PO Box 130 Diegueno  
Santa Ysabel CA 92070  
brandietaylor@yahoo.com  
(760) 765-0845  
(760) 765-0320 Fax

Campo Kumeyaay Nation  
Monique LaChappa, Chairperson  
36190 Church Road, Suite 1 Diegueno/Kumeyaay  
Campo , CA 91906  
**(619) 478-9046**  
miachappa@campo-nsn.gov  
(619) 478-5818 Fax

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code. Also, federal National Environmental Policy Act (NEPA), National Historic Preservation Act, Section 106 and federal NAGPRA. And 36 CFR Part 800.

This list is only applicable for contacting local Native Americans for consultation purposes with regard to cultural resources impact by the proposed SCH#2010121014; CEQA Notice of Preparation (NOP); draft Environmental Impact Report (DEIR) for the Tijuana Airport Crossborder Facility Project; located in the Otay Pacific Business Park in southern San Diego County, California.

Native American Contacts  
San Diego County  
December 9, 2010

Jamul Indian Village  
Kenneth Meza, Chairperson  
P.O. Box 612 Diegueno/Kumeyaay  
Jamul , CA 91935  
[jamulrez@sctdv.net](mailto:jamulrez@sctdv.net)  
(619) 669-4785  
(619) 669-48178 - Fax

Inaja Band of Mission Indians  
Rebecca Osuna, Spokesperson  
2005 S. Escondido Blvd. Diegueno  
Escondido , CA 92025  
(760) 737-7628  
(760) 747-8568 Fax

Mesa Grande Band of Mission Indians  
Mark Romero, Chairperson  
P.O. Box 270 Diegueno  
Santa Ysabel, CA 92070  
[mesagrandeband@msn.com](mailto:mesagrandeband@msn.com)  
(760) 782-3818  
(760) 782-9092 Fax

Kumeyaay Cultural Repatriation Committee  
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1095 Barona Road Diegueno/Kumeyaay  
Lakeside , CA 92040  
(619) 742-5587 - cell  
(619) 742-5587  
(619) 443-0681 FAX

Kumeyaay Cultural Heritage Preservation  
Paul Cuero  
36190 Church Road, Suite 5 Diegueno/ Kumeyaay  
Campo , CA 91906  
(619) 478-9046  
(619) 478-9505  
(619) 478-5818 Fax

Ewiiapaayp Tribal Office  
Will Micklin, Executive Director  
4054 Willows Road Diegueno/Kumeyaay  
Alpine , CA 91901  
[wmicklin@leaningrock.net](mailto:wmicklin@leaningrock.net)  
(619) 445-6315 - voice  
(619) 445-9126 - fax

Kwaaymii Laguna Band of Mission Indians  
Carmen Lucas  
P.O. Box 775 Diegueno -  
Pine Valley , CA 91962  
(619) 709-4207

Ewiiapaayp Tribal Office  
Michael Garcia, Vice Chairperson  
4054 Willows Road Diegueno/Kumeyaay  
Alpine , CA 91901  
[michaelg@leaningrock.net](mailto:michaelg@leaningrock.net)  
(619) 445-6315 - voice  
(619) 445-9126 - fax

**This list is current only as of the date of this document.**

**Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code. Also, federal National Environmental Policy Act (NEPA), National Historic Preservation Act, Section 106 and federal NAGPRA. And 36 CFR Part 800.**

**This list is only applicable for contacting local Native Americans for consultation purposes with regard to cultural resources impact by the proposed SCH#2010121014; CEQA Notice of Preparation (NOP); draft Environmental Impact Report (DEIR) for the Tijuana Airport Crossborder Facility Project; located in the Otay Pacific Business Park in southern San Diego County, California.**





January 3, 2011

Ms. Anna McPherson  
City of San Diego  
Development Services Department  
1222 First Avenue, MS 501  
San Diego, California 92101-4155

**Subject: Comments on the Notice of Preparation of a Draft Subsequent Environmental Impact Report for the San Diego –Tijuana Airport Crossborder Facility (Project No. 169653, SCH No. 2010121014)**

Dear Ms. McPherson:

The California Department of Fish and Game (Department) has reviewed the Public Notice of Preparation (NOP) of a Draft Subsequent Environmental Impact Report (DSEIR) for the San Diego - Tijuana Airport Crossborder Facility, dated December 3, 2010. The following statements and comments have been prepared pursuant to the Department's authority as Trustee Agency with jurisdiction over natural resources affected by the project (California Environmental Quality Act [CEQA] Guidelines §15386) and pursuant to our authority as a Responsible Agency under CEQA Guidelines Section 15381 over those aspects of the proposed project that come under the purview of the California Endangered Species Act (Fish and Game Code §2050 et seq.) and Fish and Game Code Section 1600 et seq. The Department also administers the Natural Community Conservation Planning Program (NCCP). The City of San Diego (City) participates in the NCCP Program by implementing its approved Multiple Species Conservation Program (MSCP) Subarea Plan (SAP).

The proposed project is a re-subdivision of an approximately 63.8-acre privately-owned property (lots 1 through 30 of the Otay Pacific Business Park) through the filing of a Vesting Tentative Map (No. 609579) and request for a Planned Development Permit (PDP No. 609801) to allow the development of a 75,000 square-foot (SF) Cross Border Facility (CBF); a 780,000 SF parking structure, two 150-room hotels; up to 78,500 SF of visitor-serving commercial uses and up to 280,000 SF of industrial uses. The property is located immediately adjacent to the U.S. – Mexico International border in San Diego County, California, southwest of Siempre Viva Road and east of Britannia Boulevard. The CBF would serve the Tijuana Airport passenger terminal which lies in Mexico, approximately 500 feet south of the project site. The property is zoned Otay Mesa Development District (OMDD), which permits uses within the Heavy Industrial (IH-2-1) base zone plus research and development and limited commercial development, and is designated as Industrial in the 1981 Otay Mesa Community Plan. A community plan amendment would be required to permit the CBF and other non-industrial uses on the site.

The Department offers the following comments and recommendations to assist the City in avoiding or minimizing potential project impacts on biological resources.

## Specific Comments

1. The NOP scoping letter states that the property is a graded, level site that does not contain habitat of biological value (Tier I, II, or III habitats). However, we would emphasize that depending upon the existing vegetative conditions (i.e., areas supporting cover of approximately 30% of non-ruderal vegetation) and the timeframe that the site has remained in an undeveloped state, there is the potential for particular habitat types (e.g., non-native grassland) to provide nesting/foraging habitat for burrowing owls (*Athene cunicularia*; State Species of Species Concern) and foraging habitat for a variety of other raptor species (e.g., red-tailed hawk, northern harrier, kestrel, and white-tailed kite), as well as several important raptor prey species (e.g., ground squirrels, San Diego black-tailed jackrabbit). The baseline biological analysis should evaluate these aforementioned conditions and where applicable, incorporate the necessary avoidance and minimization measures as determined by the CEQA process.

Additionally, we would emphasize our concern with the cumulative loss of grassland habitat and associated reduction in resident/breeding and wintering habitat for burrowing owls (*Athene cunicularia*) on Otay Mesa and in all counties in southern California. Otay Mesa is one of the few remaining areas in San Diego County where a breeding burrowing owl population remains. The burrowing owl is a covered species in the City's MSCP Subarea Plan (Table 3-5), and the continued coverage of this species depends on the implementation of a comprehensive conservation strategy designed to maintain viable populations of owls on Otay Mesa.

Biological surveys should be conducted to assess the habitat occurring on the project site and within a 500-foot buffer area around the project site for the potential to support burrowing owls, and to search for burrows that are either occupied by or have the potential to be occupied by burrowing owl. This should include evaluating artificial burrow locations, such as cement culverts; cement, asphalt, or wood debris piles; or openings beneath cement or asphalt pavement. Burrowing owl survey protocol should follow the guidelines prepared by the California Burrowing Owl Consortium (1993 Burrowing Owl Survey Protocol and Mitigation Guidelines). If burrowing owls are detected, the following mitigation measures must be implemented: within the Multi-Habitat Planning Area (MHPA), impacts must be avoided; outside the MHPA, impacts to the species must be avoided to the maximum extent practicable; any impacted individuals must be relocated out of the impact area using passive or active methodologies approved by the Department; mitigation for impacts to occupied habitat (at the SAP specified ratio) must be met through the conservation of occupied burrowing owl habitat or conservation of lands appropriate for restoration, and management and enhancement of burrowing owl nesting and foraging requirements.

2. The DSEIR should address biological resource issues such as specific avoidance measures, impacts to and mitigation requirements for wetlands (including areas that support vernal pools and the Endangered Species Act -listed endangered San Diego fairy shrimp [*Branchinecta sandiegoensis*]) or sensitive species and habitats that are not currently covered by the City's SAP and Implementing Agreement.

3. The DSEIR should include a separate discussion that identifies the prior City discretionary approval process and commensurate biological mitigation obligations that were required as conditions of approval for Otay Pacific Business Park.

## General Comments

1. To enable the Department to adequately review and comment on the proposed project from the standpoint of the protection of plants, fish and wildlife, we recommend the following information be included in the DSEIR.

- a) The document should contain a complete discussion of the purpose and need for, and description of, the proposed project, including all staging areas and access routes to the construction and staging areas.
- b) A range of feasible alternatives should be included to ensure that alternatives to the proposed project are fully considered and evaluated; the alternatives should avoid or otherwise minimize impacts to sensitive biological resources. Specific alternative locations should be evaluated in areas with lower resource sensitivity where appropriate.

## Biological Resources within the Project's Area of Potential Effect

2. The document should provide a complete assessment of the flora and fauna within and adjacent to the project area, with particular emphasis upon identifying endangered, threatened, sensitive, and locally unique species and sensitive habitats. This should include a complete floral and faunal species compendium of the entire project site, undertaken at the appropriate time of year. The DSEIR should include the following information.

- a) CEQA Guidelines, Section 15125(c), specifies that knowledge on the regional setting is critical to an assessment of environmental impacts and that special emphasis should be placed on resources that are rare or unique to the region.
- b) A thorough assessment of rare plants and rare natural communities, following the Department's *Protocols for Surveying and Evaluating Impacts to Special Status Native Plant Populations and Natural Communities* (see: <http://www.dfg.ca.gov/habcon/plant/>) (hard copy available on request).
- c) A current inventory of the biological resources associated with each habitat type on site and within the area of potential effect. The Department's California Natural Diversity Database in Sacramento should be contacted ([www.dfg.ca.gov/biogeodata/cnddb/](http://www.dfg.ca.gov/biogeodata/cnddb/)) to obtain current information on any previously reported sensitive species and habitat, including Significant Natural Areas identified under Chapter 12 of the Fish and Game Code.
- d) An inventory of rare, threatened, and endangered, and other sensitive species on site and within the area of potential effect. Species to be addressed should include all those which meet the CEQA definition (see CEQA Guidelines, §15380). This should include sensitive fish, wildlife, reptile, and amphibian species. Seasonal variations in use of the project area should also be addressed. Focused species-specific surveys, conducted at the appropriate time of year and time of day when the sensitive species are active or otherwise identifiable, are required. Acceptable species-specific survey procedures should be developed in consultation with the Department and the U.S. Fish and Wildlife Service.

### Analyses of the Potential Project-Related Impacts on the Biological Resources

3. The DSEIR should provide a thorough discussion of direct, indirect, and cumulative impacts expected to adversely affect biological resources, with specific measures to offset such impacts. This discussion should focus on maximizing avoidance, and minimizing impacts.

a) A discussion of impacts associated with increased lighting, noise, human activity, changes in drainage patterns, changes in water volume, velocity, and quality, soil erosion, and/or sedimentation in streams and water courses on or near the project site, with mitigation measures proposed to alleviate such impacts should be included.

b) Project impacts should be analyzed relative to their indirect impacts on biological resources, including resources in nearby public lands, open space, adjacent natural habitats, riparian ecosystems, and any designated and/or proposed or existing reserve lands. Impacts on, and maintenance of, wildlife corridor/ movement areas, including access to undisturbed habitats in adjacent areas, should be fully evaluated and provided. A discussion of potential adverse impacts from lighting, noise, human activity, exotic species, and drainage. The latter subject should address: project-related changes on drainage patterns on and downstream of the project site; the volume, velocity, and frequency of existing and post-project surface flows; polluted runoff; soil erosion and/or sedimentation in streams and water bodies; and post-project fate of runoff from the project site. The discussions should also address the proximity of the extraction activities to the water table, whether dewatering would be necessary, and the potential resulting impacts on the habitat, if any, supported by the groundwater.

c) The zoning of areas for development projects or other uses that are nearby or adjacent to natural areas may inadvertently contribute to wildlife-human interactions. A discussion of possible conflicts and mitigation measures to reduce these conflicts should be included in the environmental document.

d) A cumulative effects analysis should be developed as described under CEQA Guidelines, Section 15130. General and specific plans, as well as past, present, and anticipated future projects, should be analyzed relative to their impacts on similar plant communities and wildlife habitats.

### Mitigation and Minimization Measures for the Project-related Biological Impacts

4. The DSEIR should include a thorough discussion of mitigation measures for adverse project-related impacts on sensitive plants, animals and habitats: Specifically, the DSEIR should include/address the following.

a) Measures to fully avoid and otherwise protect Rare Natural Communities (Attachment 1) from project-related impacts. The Department considers these communities as threatened habitats having both regional and local significance.

b) Provide mitigation measures for adverse project-related impacts to sensitive plants, animals, and habitats. Mitigation measures should emphasize avoidance and reduction of project impacts. For unavoidable impacts, on-site habitat restoration or enhancement should be discussed in detail. If on-site mitigation is not feasible or would not be biologically viable and therefore not adequately mitigate the loss of biological functions and values, off-

site mitigation through habitat creation and/or acquisition and preservation in perpetuity should be addressed.

c) Mitigation measures to alleviate indirect project-related impacts on biological resources, including measures to minimize changes in the hydrologic regimes on site, and means to convey runoff without damaging biological resources, including the morphology of the on-site and downstream habitats. The DSEIR should include a figure depicting the location of water quality Best Management Practices (e.g., sedimentation basins, stormceptors, and inlet filtration devices) in relation to the development footprint.

d) For proposed preservation and/or restoration, include measures to perpetually protect the targeted habitat values from direct and indirect negative impacts. The objective should be to offset the project-induced qualitative and quantitative losses of wildlife habitat values. Issues that should be addressed include restrictions on access, proposed land dedications, monitoring and management programs, control of illegal dumping, water pollution, increased human intrusion, etc.

e) To avoid impacts to nesting birds, the DSEIR should require that clearing of vegetation, and when biologically warranted, construction occur outside of the peak avian breeding season which generally runs from February 15 through September 15 (as early as January for some raptors). If project construction is necessary during the bird breeding season, a qualified biologist should conduct a survey for nesting birds, within three days prior to the work in the area, and ensure no nesting birds in the project area would be impacted by the project. If an active nest is identified, a buffer shall be established between the construction activities and the nest so that nesting activities are not interrupted. The buffer shall be a minimum width of 300 feet (500 feet for raptors), shall be delineated by temporary fencing, and shall remain in effect as long as construction is occurring or until the nest is no longer active. No project construction shall occur within the fenced nest zone until the young have fledged, are no longer being fed by the parents, have left the nest, and will no longer be impacted by the construction.

f) Plans for restoration and revegetation should be prepared by persons with expertise in southern California ecosystems and native plant revegetation techniques. Each plan should include, at a minimum: (a) the location of the mitigation site; (b) the plant species to be used, container sizes, and seeding rates; (c) a schematic depicting the mitigation area; (d) planting schedule; (e) a description of the irrigation methodology; (f) measures to control exotic vegetation on site; (g) specific success criteria; (h) a detailed monitoring program; (i) contingency measures should the success criteria not be met; and (j) identification of the party responsible for meeting the success criteria and providing for conservation of the mitigation site in perpetuity.

We appreciate the opportunity to comment on the referenced NOP. Questions regarding this letter and further coordination on these issues should be directed to Paul Schlitt at (858) 637-5510.

Sincerely,



Edmund Pert  
Regional Manager  
South Coast Region



Ms. Anna McPherson  
January 3, 2011  
Page 6 of 6

Attachment  
Sensitivity of Top Priority Rare Natural Communities in Southern California

cc: State Clearinghouse, Sacramento  
Patrick Gower, U.S. Fish and Wildlife Service, Carlsbad  
Paul Schlitt, Department of Fish and Game, San Diego

### Sensitivity of Top Priority Rare Natural Communities in Southern California

Sensitivity rankings are determined by the Department of Fish and Game, California Natural Diversity Data Base and based on either number of known occurrences (locations) and/or amount of habitat remaining (acreage). The three rankings used for these top priority rare natural communities are as follows:

- S1.# Fewer than 6 known locations and/or on fewer than 2,000 acres of habitat remaining.
- S2.# Occurs in 6-20 known locations and/or 2,000-10,000 acres of habitat remaining.
- S3.# Occurs in 21-100-known locations and/or 10,000-50,000 acres of habitat remaining.

The number to the right of the decimal point after the ranking refers to the degree of threat posed to that natural community regardless of the ranking. For example:

- S1.1 = very threatened
- S2.2 = threatened
- S3.3 = no current threats known

#### Sensitivity Rankings (February 1992)

<u>Rank</u>	<u>Community Name</u>
S1.1	Mojave Riparian Forest Sonoran Cottonwood Willow Riparian Mesquite Bosque Elephant Tree Woodland Crucifixion Thorn Woodland Allthorn Woodland Arizonan Woodland Southern California Walnut Forest Mainland Cherry Forest Southern Bishop Pine Forest Torrey Pine Forest Desert Mountain White Fir Forest Southern Dune Scrub Southern Coastal Bluff Scrub Maritime Succulent Scrub Riversidean Alluvial Fan Sage Scrub Southern Maritime Chaparral Valley Needlegrass Grassland Great Basin Grassland Mojave Desert Grassland Pebble Plains Southern Sedge Bog Cismontane Alkali Marsh

- S1.2 Southern Foredunes  
Mono Pumice Flat  
Southern Interior Basalt Flow Vernal Pool
- S2.1 Venturan Coastal Sage Scrub  
Diegan Coastal Sage Scrub  
Riversidean Upland Coastal Sage Scrub  
Riversidean Desert Sage Scrub  
Sagebrush Steppe  
Desert Sink Scrub  
Mafic Southern Mixed Chaparral  
San Diego Mesa Hardpan Vernal Pool  
San Diego Mesa Claypan Vernal Pool  
Alkali Meadow  
Southern Coastal Salt Marsh  
Coastal Brackish Marsh  
Transmontane Alkali Marsh  
Coastal and Valley Freshwater Marsh  
Southern Arroyo Willow Riparian Forest  
Southern Willow Scrub  
Modoc-Great Basin Cottonwood Willow Riparian  
Modoc-Great Basin Riparian Scrub  
Mojave Desert Wash Scrub  
Engelmann Oak Woodland  
Open Engelmann Oak Woodland  
Closed Engelmann Oak Woodland  
Island Oak Woodland  
California Walnut Woodland  
Island Ironwood Forest  
Island Cherry Forest  
Southern Interior Cypress Forest  
Bigcone Spruce-Canyon Oak Forest
- S2.2 Active Coastal Dunes  
Active Desert Dunes  
Stabilized and Partially Stabilized Desert Dunes  
Stabilized and Partially Stabilized Desert Sandfield  
Mojave Mixed Steppe  
Transmontane Freshwater Marsh  
Coulter Pine Forest  
Southern California Fellfield  
White Mountains Fellfield
- S2.3 Bristlecone Pine Forest  
Limber Pine Forest

**DEPARTMENT OF TRANSPORTATION**

DISTRICT 11  
4050 TAYLOR STREET, MS 240  
SAN DIEGO, CA 92110-2714  
PHONE (619) 688-6960  
FAX (619) 688-4299  
TTY 711  
www.dot.ca.gov



*Flex your power!  
Be energy efficient!*

January 4, 2010

11-SD-905  
PM 11.59  
SD-TJ Airport Crossborder Facility  
NOP

Ms. Anna McPherson  
City of San Diego  
Development Services Department  
1222 First Avenue, MS 501  
San Diego, CA 92101

Dear Ms. McPherson:

Thank you for providing us with the opportunity to review and comment on the Notice of Preparation (NOP) for the Draft Environmental Impact Report (EIR) for the San Diego-Tijuana Airport Crossborder Facility (CBF) project. The CBF project site is accessible from California's State Route 905 (SR-905)/Otay Mesa Road, via Britannia Boulevard and La Media Road in the Otay Mesa Community, within the City of San Diego. SR-905 connects with the State Route 125 (SR-125), a toll road and the future State Route 11 (SR-11) to the east, and Interstate 805 (I-805) and Interstate 5 (I-5) to the west. Caltrans has the following comments:

A Traffic Impact Study (TIS) is necessary to determine this proposed project's near-term and long-term impacts to the State facilities – existing and proposed – and to propose appropriate mitigation measures. The study should use as a guideline the *Caltrans Guide for the Preparation of Traffic Impact Studies*, which is located at the following website: <http://www.dot.ca.gov/hq/traffops/developserv/operationalsystems/reports/tisguide.pdf> Minimum contents of the traffic impact study are listed in Appendix "A" of the TIS guide. Early involvement by Caltrans in review of the TIS is recommended.

The level of service (LOS) for operating State highway facilities is based upon Measures of Effectiveness (MOE) identified in the Highway Capacity Manual (HCM). Caltrans endeavors to maintain a target LOS at the transition between LOS "C" and LOS "D" on State highway facilities; however, Caltrans acknowledges that this may not always be feasible and recommends that the lead agency consult with Caltrans to determine the appropriate target LOS. If an existing State highway facility is operating at less than this target LOS, the existing MOE should be maintained. In general, the region-wide goal for an acceptable LOS on all freeways, roadway segments, and intersections is "D". For undeveloped or not densely developed locations, the goal may be to achieve LOS "C".

All State-owned signalized intersections affected by this project should be analyzed using the intersecting lane vehicle (ILV) procedure from the Caltrans Highway Design Manual, Topic 406, page 400-21.

The geographic area examined in the traffic study should include as a minimum all regionally significant arterial system segments and intersections, including State highway facilities where the project will add over 100 peak hour trips. State highway facilities that are experiencing noticeable delays should be analyzed in the scope of the traffic study for projects that add 50 to 100 peak hour trips.

A focused analysis may be required for project trips assigned to a State highway facility that is experiencing significant delay, such as where traffic queues exceed ramp storage capacities. A focused analysis may also be necessary if there is an increased risk of a potential traffic accident.

All freeway entrance and exit ramps where a proposed project will add a significant number of peak-hour trips that may cause any traffic queues to exceed storage capacities should be analyzed. If ramp metering is to occur, a ramp queue analysis for all nearby Caltrans metered on-ramps is required to identify the delay to motorists using the on-ramps and the storage necessary to accommodate the queuing. The effects of ramp metering should be analyzed in the traffic study. For metered freeway ramps, LOS does not apply. However, ramp meter delays above 15 minutes are considered excessive.

The traffic analysis should include all phases of the project to allow a comprehensive review of the project and any related impacts and mitigation identified on State facilities. As part of the City's California Environmental Quality Act (CEQA) approvals, the traffic analysis will need to include opening year and phased analyses for each project phase, with the appropriate thresholds and mitigation identified. Forecast performance measures should be indicated both without and with the development in the year that each phase is planned to be complete. The City's permit issuance should be based on completion of mitigation identified in the project's environmental document for each phase. If the project's permit issuance varies from the timeline identified in the approved environmental document, the project's traffic analysis and environmental document may need to be revised. Typically, data used in the traffic analysis should not be more than 2 years old. If growth factors are used in the traffic analysis, consultation should occur with Caltrans District Travel Forecasting and Modeling Branch to determine the appropriate growth factor.

The EIR should consider potential impacts to commercial vehicle traffic generated by the Otay Mesa Port of Entry (POE) and the future SR-11 and Otay Mesa East POE. The traffic analysis should also consider the truck route along the U.S.-Mexico International Border and the proposed improvements and expansion of the truck route between Britannia Boulevard and Drucker Lane adjacent to the project site. For the latest information regarding SR-11 and the Otay Mesa East POE project, please contact Jacqueline Appleton-Deane, Project Manager, at (619) 491-3080.

The EIR analysis should also address potential impacts to existing and planned public and private transit.

The redistribution of trips that will increase trip volumes on certain freeway segments should be analyzed.

Caltrans endeavors that any direct and cumulative impacts to the State highway system be eliminated or reduced to a level of insignificance pursuant to the CEQA and National Environmental Policy Act standards.

Mitigation measures to State facilities should be included in the traffic impact analysis. Mitigation identified in the traffic study, subsequent environmental documents, and mitigation monitoring reports, should be coordinated with Caltrans to identify and implement the appropriate mitigation. This includes the actual implementation and collection of any "fair share" monies, as well as the appropriate timing of the mitigation. Mitigation improvements should be compatible with Caltrans concepts. If impacts are unavoidable, such findings should be based on substantial evidence in the record. A lack of deficiency plans and proposed improvement projects by San Diego Association of Governments (SANDAG) or Caltrans for impacts to regional transportation facilities is not a reasonable determination of findings.

The lead agency should monitor impacts to ensure that roadway segments and intersections remain at an acceptable LOS. Should the LOS for these facilities reach unacceptable levels, the lead agency should delay the issuance of building permits for any project until the appropriate impact mitigation is implemented.

Mitigation conditioned as part of a local agency's development approval for improvements to State facilities can be implemented either through a Cooperative Agreement between Caltrans and the lead agency, or by the project proponent entering into an agreement directly with Caltrans for the mitigation. When that occurs, Caltrans will negotiate and execute a Traffic Mitigation Agreement.

Fair share may include improvements to SR-905. Components of the SR-905 project are unfunded, most notably the SR-905/SR-125 interchange connector. Specifically, the traffic study should also consider impacts to SR-905, the La Media Road and Britannia Boulevard interchanges, as well as any other impacted State facilities including freeway ramps. For the latest information regarding SR-905, please contact Ismael Salazar, Project Manager, at (619) 688-6766 or via email at [ismael.salazar@dot.ca.gov](mailto:ismael.salazar@dot.ca.gov).

Any work performed within Caltrans Right-of-Way (R/W) will require an encroachment permit. Furthermore, the applicant's environmental document must include such work in their project description and indicate that an encroachment permit will be needed. As part of the encroachment permit process, the developer must provide appropriate environmental approval for potential environmental impacts to Caltrans R/W.

Ms. Anna McPherson  
January 4, 2010  
Page 4

If you have any questions on the comments Caltrans has provided, please contact Anthony Aguirre of the Development Review Branch at (619) 688-3161.

Sincerely,



JACOB ARMSTRONG, Chief  
Development Review Branch

cc: Coleen Clementson, Principal Planner, San Diego Association of Governments  
Ronald Saenz, Associate Regional Planner, San Diego Association of Governments

**DEPARTMENT OF TRANSPORTATION**

DIVISION OF AERONAUTICS – M.S.#40

1120 N STREET

P. O. BOX 942874

SACRAMENTO, CA 94274-0001

PHONE (916) 654-4959

FAX (916) 653-9531

TTY 711

*Flex your power!  
Be energy efficient!*

January 4, 2011

Ms. Anna L. McPherson  
City of San Diego  
1222 First Avenue, MS-501  
San Diego, CA 92101

Dear Ms. McPherson:

Re: City of San Diego's Notice of Preparation for the San Diego-Tijuana Cross Border Facility;  
SCH# 2010121014

The California Department of Transportation (Caltrans), Division of Aeronautics (Division), reviewed the above-referenced document with respect to airport-related noise and safety impacts and regional aviation land use planning issues pursuant to the California Environmental Quality Act (CEQA). The Division has technical expertise in the areas of airport operations safety, noise and airport land use compatibility. We are a funding agency for airport projects and we have permit authority for public-use and special-use airports and heliports.

The proposed San Diego-Tijuana Cross Border Facility (CBF) project site is located adjacent to the United States (U.S.)-Mexico International border in the Otay Mesa community of the City of San Diego. The project includes the construction and operation of the CBF and an above-grade pedestrian bridge linking border facilities in the U.S. with a commercial passenger airport terminal in Tijuana, Mexico.

Brown Field Airport is located approximately one mile north of the project site. The proposal should be coordinated with Brown Field Airport Manager, Mr. Wayne Reiter, at (619) 424-0455.

The proposal should also be coordinated with the San Diego County Airport Land Use Commission, represented by Mr. Ed Gowens, San Diego County Regional Airport Authority (SDCRAA), at (619) 400-2244.

California Public Utilities Code Section 21659 prohibits structural hazards near airports. Structures including construction cranes, etc., should not be at a height that will result in penetration of the airport imaginary surfaces. The Federal Aviation Administration (FAA) may require the filing of a Notice of Proposed Construction or Alteration (Form 7460-1) for certain project-specific activities in accordance with Federal Aviation Regulations Part 77 "Objects Affecting Navigable Airspace." Form 7460-1 is available on-line at <https://oeaaa.faa.gov/oeaaa/external/portal.jsp> and should be submitted electronically to the FAA.

These comments reflect the areas of concern to the Division of Aeronautics with respect to airport-related noise, safety, and regional land use planning issues. We advise you to contact our District 11 office concerning surface transportation issues.



Ms. Anna L. McPherson  
January 4, 2011  
Page 2

Thank you for the opportunity to review and comment on this proposal. If you have any questions, please call me at (916) 654-5314 or by email at [sandy.hesnard@dot.ca.gov](mailto:sandy.hesnard@dot.ca.gov).

Sincerely,

  
SANDY HESNARD  
Aviation Environmental Specialist

c: State Clearinghouse, Brown Field Airport, SDCRAA



## Department of Toxic Substances Control

*Linda S. Adams*  
Acting Secretary for  
Environmental Protection

Maziar Movassaghi  
Acting Director  
5796 Corporate Avenue  
Cypress, California 90630

*Edmund G. Brown Jr.*  
Governor

January 6, 2011

Ms. Anna McPherson  
City of San Diego Development Services Department  
1222 First Avenue, MS 501  
San Diego, California 92101

### NOTICE OF PREPARATION (NOP) FOR SAN DIEGO- TIJUANA AIRPORT CROSSBORDER FACILITY

Dear Ms. McPherson:

The Department of Toxic Substances Control (DTSC) has received your submitted Notice of Preparation of the Environmental Impact Report for the above-mentioned project. The following project description is stated in your document: "The project is a re-subdivision of an approximately 63.8 acre property through the filing of a Vesting Tentative Map and request for a Planned Development Permit to allow the development of a 75,000 square foot Cross Border Facility; a 780,000 square foot parking structure, two 150 room hotels; up to 78,500 SF of visitor serving commercial uses and up to 280,000 SF of industrial uses".

Based on the review of the submitted document DTSC has the following comments:

- 1) The EIR should evaluate whether conditions within the project area may pose a threat to human health or the environment. Following are the databases of some of the regulatory agencies:
  - National Priorities List (NPL): A list maintained by the United States Environmental Protection Agency (U.S.EPA).
  - Envirostor (formerly CalSites): A Database primarily used by the California Department of Toxic Substances Control, accessible through DTSC's website (see below).

- Resource Conservation and Recovery Information System (RCRIS): A database of RCRA facilities that is maintained by U.S. EPA.
  - Comprehensive Environmental Response Compensation and Liability Information System (CERCLIS): A database of CERCLA sites that is maintained by U.S.EPA.
  - Solid Waste Information System (SWIS): A database provided by the California Integrated Waste Management Board which consists of both open as well as closed and inactive solid waste disposal facilities and transfer stations.
  - GeoTracker: A List that is maintained by Regional Water Quality Control Boards.
  - Local Counties and Cities maintain lists for hazardous substances cleanup sites and leaking underground storage tanks.
  - The United States Army Corps of Engineers, 911 Wilshire Boulevard, Los Angeles, California, 90017, (213) 452-3908, maintains a list of Formerly Used Defense Sites (FUDS).
- 2) The EIR should identify the mechanism to initiate any required investigation and/or remediation for any site that may be contaminated, and the government agency to provide appropriate regulatory oversight. If necessary, DTSC would require an oversight agreement in order to review such documents.
- 3) Any environmental investigations, sampling and/or remediation for a site should be conducted under a Workplan approved and overseen by a regulatory agency that has jurisdiction to oversee hazardous substance cleanup. The findings of any investigations, including any Phase I or II Environmental Site Assessment Investigations should be summarized in the document. All sampling results in which hazardous substances were found above regulatory standards should be clearly summarized in a table. All closure, certification or remediation approval reports by regulatory agencies should be included in the EIR.
- 4) If buildings, other structures, asphalt or concrete-paved surface areas are being planned to be demolished, an investigation should also be conducted for the presence of other hazardous chemicals, mercury, and asbestos containing materials (ACMs). If other hazardous chemicals, lead-based paints (LPB) or products, mercury or ACMs are identified, proper precautions should be taken

- during demolition activities. Additionally, the contaminants should be remediated in compliance with California environmental regulations and policies.
- 5) Future project construction may require soil excavation or filling in certain areas. Sampling may be required. If soil is contaminated, it must be properly disposed and not simply placed in another location onsite. Land Disposal Restrictions (LDRs) may be applicable to such soils. Also, if the project proposes to import soil to backfill the areas excavated, sampling should be conducted to ensure that the imported soil is free of contamination.
  - 6) Human health and the environment of sensitive receptors should be protected during any construction or demolition activities. If necessary, a health risk assessment overseen and approved by the appropriate government agency should be conducted by a qualified health risk assessor to determine if there are, have been, or will be, any releases of hazardous materials that may pose a risk to human health or the environment.
  - 7) If it is determined that hazardous wastes are, or will be, generated by the proposed operations, the wastes must be managed in accordance with the California Hazardous Waste Control Law (California Health and Safety Code, Division 20, Chapter 6.5) and the Hazardous Waste Control Regulations (California Code of Regulations, Title 22, Division 4.5). If it is determined that hazardous wastes will be generated, the facility should also obtain a United States Environmental Protection Agency Identification Number by contacting (800) 618-6942. Certain hazardous waste treatment processes or hazardous materials, handling, storage or uses may require authorization from the local Certified Unified Program Agency (CUPA). Information about the requirement for authorization can be obtained by contacting your local CUPA.
  - 8) If the site was used for agricultural, livestock or related activities, onsite soils and groundwater might contain pesticides, agricultural chemical, organic waste or other related residue. Proper investigation, and remedial actions, if necessary, should be conducted under the oversight of and approved by a government agency at the site prior to construction of the project.
  - 9) DTSC can provide cleanup oversight through an Environmental Oversight Agreement (EOA) for government agencies that are not responsible parties, or a Voluntary Cleanup Agreement (VCA) for private parties. For additional information on the EOA or VCA, please see [www.dtsc.ca.gov/SiteCleanup/Brownfields](http://www.dtsc.ca.gov/SiteCleanup/Brownfields), or contact Ms. Maryam Tasnif-Abbasi, DTSC's Voluntary Cleanup Coordinator, at (714) 484-5489.

Ms. Anna McPherson  
January 6, 2011  
Page 4

If you have any questions regarding this letter, please contact me at [ashami@dtsc.ca.gov](mailto:ashami@dtsc.ca.gov) or by phone at (714) 484-5472.

Sincerely,



Al Shami  
Project Manager  
Brownfields and Environmental Restoration Program

cc: Governor's Office of Planning and Research  
State Clearinghouse  
P.O. Box 3044  
Sacramento, California 95812-3044  
[state.clearinghouse@opr.ca.gov](mailto:state.clearinghouse@opr.ca.gov)

CEQA Tracking Center  
Department of Toxic Substances Control  
Office of Environmental Planning and Analysis  
P.O. Box 806  
Sacramento, California 95812  
[ADelacr1@dtsc.ca.gov](mailto:ADelacr1@dtsc.ca.gov)

CEQA # 3102



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

December 17, 2010

File Number 3330300

Ms. Anna McPherson  
 City of San Diego Development Services Department  
 1222 First Avenue, MS 501  
 San Diego, CA, 92101-4155

Dear Ms. McPherson:

SUBJECT: San Diego-Tijuana Airport Crossborder Facility Notice of Preparation of Draft Subsequent Environmental Impact Report

Thank you for the opportunity to review and comment on the San Diego-Tijuana Airport Cross-Border Facility (CBF) Notice of Preparation (NOP) of the Draft Subsequent Environmental Impact Report (SEIR). Based on our review of the NOP, San Diego Association of Governments (SANDAG) supports the project concept as it would help alleviate congestion at the San Ysidro and Otay Mesa Ports of Entry and provide another option for international flight destinations to and from the region.

Our comments, which are based on policies included in the Regional Comprehensive Plan (RCP) and the Regional Transportation Plan (RTP), are submitted from a regional perspective emphasizing the need for land use and transportation coordination and implementation of smart growth principles. Please note that SANDAG is currently developing the 2050 RTP.

We request the following issues be addressed in the Draft Subsequent Environmental Impact Report for this project.

1. The draft SEIR should address direct impacts that would be created by this project and describe how these impacts are addressed. Additionally, it should be stated that any phasing of improvements would include a timeline and a description of how direct impacts would be addressed.
2. Analysis of direct traffic impacts and associated mitigation must be included in the California Environmental Quality Act analysis. Also, since this project is being approved as a community plan amendment and approval is no longer tied to the update of the Otay Mesa Community Plan, a detailed description of the project's fair-share contribution to mitigate those direct traffic impacts needs to be included. The analysis needs to be independent from the project's proposed participation in the City of San Diego's Facilities Benefit Assessment (FBA) and Public Facilities Financing Plan (PFFP) to address direct impacts since the FBA and PFFP do not address regional needs. Therefore, analysis should focus on the needs and impacts of this project from a regional perspective.

MEMBER AGENCIES

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- Escondido
- Imperial Beach
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- Oceanside
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- San Diego
- San Marcos
- 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

3. The traffic analysis should consider impacts to the freeway system, interchanges, and the Regional Arterial System (RAS) of the 4.9-million cross-border travelers who are projected to use the regional road network to access the Cross-Border Airport Terminal Facility in the southbound and northbound direction in 2030. Specifically, the traffic study should consider impacts to SR 905, the La Media Road and Britannia Boulevard interchanges, as well as any other impacted interchanges. It should also consider the impacts to Siempre Viva Road and the following RAS roads: La Media Road and Britannia Boulevard.
4. The traffic analysis should consider potential impacts to commercial vehicle traffic generated by the Otay Mesa Port of Entry (POE) and the future SR 11 and Otay Mesa East POE. The traffic study should also consider the truck route along the international border and the proposed improvements and expansion of the truck route between Britannia Boulevard and Drucker Lane adjacent to the project site.
5. The traffic analysis should address potential impacts to existing and planned public and private transit by identifying the transit mode share (bus and light rail) as a share of total project trips, existing and planned transit stop locations within/adjacent to the proposed project, including the provision of an intermodal transit facility on this site. This would advance the 2030 RTP's multimodal approach to meeting regional transportation needs. It should also consider opportunities to improve the local street network for transit vehicles through the use of transit priority measures. Additionally, it should address a fair-share contribution to be made by the applicant for future bus operations to the new facility. This analysis is desired as a reference to help quantify potential impacts on the transit system.

### **Other Considerations**

It is suggested that consideration be given to Assembly Bill 32, Senate Bill 375, Senate Bill 97, and Executive Order S-13-08, which call for analysis of greenhouse gas emissions. Additionally, it is suggested that consideration be given to the policies included in the SANDAG Regional Energy Strategy and Climate Action Strategy that promote the reduction of energy demand and water consumption.

### **Consult with Metropolitan Transit System (MTS) and Caltrans**

SANDAG advises the project applicant to consult with MTS, the transit service provider within the project area, and also with Caltrans to coordinate planned transit and/or highway improvements.

Additionally, when analyzing future (2030) traffic conditions, SANDAG recommends using the transportation network included in the RTP Reasonably Expected funding scenario.

**Conclusion**

If you have any questions or would like to discuss SANDAG comments on this project, please contact me at (619) 699-1944 or [ccl@sandag.org](mailto:ccl@sandag.org).

Sincerely,

A handwritten signature in black ink, appearing to read "Coleen", with a long, sweeping horizontal line extending to the right.

COLEEN CLEMENTSON  
Principal Planner

CCL/RSA/dmi





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

February 15, 2011

File Number 3330300

Ms. Anna McPherson  
 City of San Diego Development Services Department  
 1222 First Avenue (MS #501)  
 San Diego, CA 92101-4155

MEMBER AGENCIES

- Cities of
- Carlsbad
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- Imperial Beach
- La Mesa
- Lemon Grove
- National City
- Oceanside
- Poway
- San Diego
- San Marcos
- Santee
- Solana Beach
- Vista
- and
- County of San Diego

ADVISORY MEMBERS

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- 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. McPherson:

SUBJECT: San Diego-Tijuana Airport Cross-border Facility Notice of Preparation of Draft Subsequent Environmental Impact Report (Amended Comments)

This letter is to follow up on comments made during the February 7, 2011, meeting with Development Services to discuss Caltrans and SANDAG comment letters on the Cross-border Facility. Per a request at this meeting, SANDAG is providing the following revised recommendations for incorporation into the transportation/circulation/parking section of the Draft Subsequent Environmental Impact Report (SEIR). Please note that this revised recommendation strikes out old language from the December 17, 2010, letter and includes new language highlighted in bold italics.

1. The traffic analysis should address potential impacts to existing and planned public and private transit by identifying the transit mode share (bus and light rail) as a share of total project trips, existing and planned transit stop locations within/adjacent to the proposed project including the provision of an intermodal transit facility on this site. **The intermodal transit facility should be sited with front door access to the Cross-border Facility with enough room for four transit bays (two for public transit and two for private shuttles) including bus shelters.** This would advance the 2030 Regional Transportation Plan's multimodal approach to meeting regional transportation needs. It should also consider opportunities to improve the local street network for transit vehicles through the use of transit priority measures. ~~Additionally, it should address a fair share contribution to be made by the applicant for future bus operations to the new facility. This analysis is desired as a reference to help quantify potential impacts on the transit system.~~

We look forward to reviewing the Draft SEIR when it is released. In the interim, if you have any questions, please feel free to contact me at (619) 699-1922 or [rsa@sandag.org](mailto:rsa@sandag.org).

Sincerely,

RON SAENZ  
 Regional Planner

RSA:sgf



# Development Services Department

Planning Division | Development Processing

---

January 6, 2011

Anna McPherson  
City of San Diego  
Development Services Department  
1222 First Avenue, MS 501  
San Diego, California 92101-4155

Re: Notice of Preparation (NOP) for the San Diego-Tijuana Airport Crossborder Facility

Dear Ms. McPherson,

Thank you for the opportunity to comment on the Notice of Preparation (NOP) for the above referenced project. We concur with the Scope of Work for the EIR as described in the NOP. We look forward to reviewing the Draft EIR when it becomes available. Please send all future correspondence on this project, including the DEIR and public hearing notices to:

Marilyn Pongeggi, Principal Planner  
Development Services Department – Advanced Planning Section  
City of Chula Vista  
276 Fourth Avenue  
Chula Vista, California 91910

Please contact me at (619) 585-5707 if you have any questions regarding this matter.

Sincerely,

Marilyn R. F. Pongeggi  
Principal Planner

